EVER A FIGHTER, THE PREMIER IS ALONGSIDE THE FIGHT

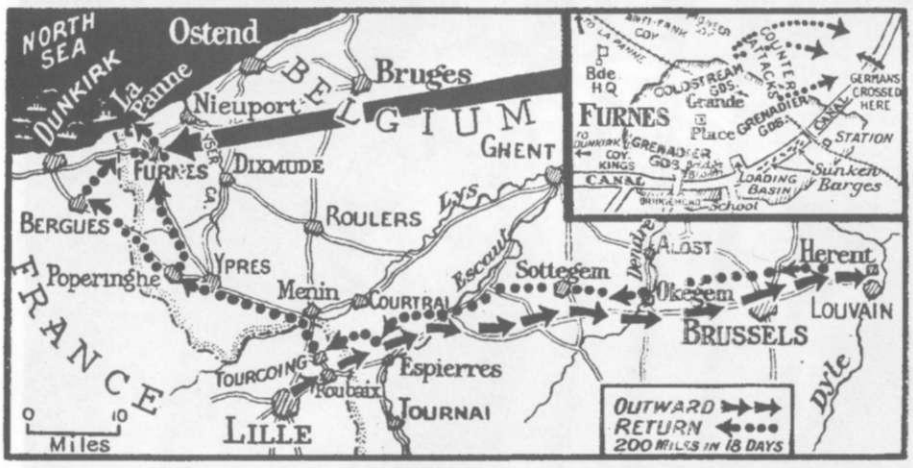
Determined as always to see for himself, the Prime Minister has visited many of Britain's coast defences. On August 28 he was at Dover when Nazi 'planes renewed their attack on the town and there was a fierce aerial fight overhead. Mr. Churchill, wearing a steel helmet, mounted to a vantage point and watched the progress of the battle with keen appreciation of the skill and daring of the British fighters.

Photo, British Official: Crown Copyright

The Grenadiers Lived Up To Their Reputation

Continuing our series of chapters describing the fighting of the B.E.F. in France in the early summer of 1940, we now give the story of the Grenadier Guards, who did magnificent work in covering the retreat to Dunkirk. It is based on information received from official sources, and makes a little epic of amazing gallantry and fortitude.

IT was into no unknown country that three battalions of the Grenadier Guards advanced on May 11, 1940, when the B.E.F. was rushed into Belgium in answer to Leopold's appeal. The Grenadiers fought their first action at Dunkirk in 1658—that Dunkirk to which nearly 300 years later they were to make a fighting retreat. On their colours are "Namur 1695" and the names of Marlborough's four great victories—Blenheim, Ramillies, Oudenarde, and Malplaquet—and Waterloo. Then during the Great War the Grenadiers were continuously in action in Flanders: Mons, Ypres, Passchendaele and Lys are but a few of their battle-honours earned in the four years' campaign. Now they were in Flanders again.



This map shows the lines of the advance of the Guards to Louvain and their subsequent retirement. The map inset, showing the counter-attack at Furnes, is from a sketch map by Brigadier J. A. C. Whitaker, who was himself at Furnes. Top, one of the Grenadier Guards lights his pipe.

Photo, British Official: Crown Copyright; map courtesy of "The Daily Telegraph"

Battalions which we may call "X" and "Y" advanced rapidly from the French frontier to take over part of the line of the River Dyle at Louvain. "Y" battalion was in support of "X"; "Z" battalion, belonging to a different corps, was in reserve behind the Dyle farther to the south. Actual fighting began on May 14, when strong enemy fighting patrols engaged "X" battalion in Louvain and along the railway to the north. At the same time there was considerable enemy air activity and shelling. Sniping by Fifth Columnists and parachutists added to the difficulties.

On the following day some enemy troops succeeded in infiltrating between "X" battalion and that on its right. An immediate counter-attack by a company with some Bren gun carriers drove the Germans out and restored the situation. Next, there was trouble on the left where the Germans crossed a canal and established a machine-gun post. This was engaged and destroyed by the battalion's mortars.

Nothing of moment occurred on the next day, although both "X" and "Y" battalions were subjected to heavy shelling. But the German thrust through the French armies farther to the south had turned the line of the Dyle, and the British were ordered to withdraw to positions farther back on the River Dendre near Ninove. This was accomplished in orderly fashion despite bombing and machine-gun attacks by enemy aircraft and the crowding of the roads by refugees and straggling Belgian soldiers.

On the Dendre, on May 18, the three battalions found themselves side by side. Presently, a German patrol of motor-cycles headed by a motor-car appeared on the opposite bank of the river, just as the commander of one company of "Y" battalion was making a reconnaissance. He himself opened fire with an anti-tank rifle and knocked out the car. A burst from a Bren gun then swept the motor-cyclists, who took refuge in a house, and mortar fire destroyed the house. No more trouble was experienced from the enemy patrol, but in the fighting which now ensued the sniping activities of Fifth Columnists continued to be very troublesome.

By this time the German break-through to the south necessitated a new withdrawal to the line of the River Escaut (Scheldt). The Grenadier battalions took up positions on the western bank of the river, with their left on Helchin. On May 21 the enemy opened violent artillery, mortar and machine-gun fire and launched numerous determined attacks. These were repulsed, but in one place a crossing was forced and some companies of "Z" battalion had to fall back. The position was under direct enemy observation, there was no cover, and every movement drew destructive fire. The crew of a Bren gun carrier did splendid work driving across country and spotting the positions of the enemy machine-guns. A counter-attack was immediately ordered, and it was then that Lance-Corporal H. Nicholls picked up a Bren gun and, firing from the hip as he ran, silenced three machine-guns and inflicted heavy casualties on massed enemy infantry who were forced back across the Escaut. For this action Lance-Corporal Nicholls was awarded the V.C. (*see* page 439).

"X" and "Y" battalions held the Escaut position for four days, before withdrawing to a prepared position on the Gort Line east of Roubaix, which they held for another three or four days. On the Gort Line a patrol of "Y" battalion had an interesting experience. It was reconnoitring a farm when the farmer offered the men coffee and then disappeared. Within 20 minutes the patrol was surrounded by the enemy. It put up a spirited resistance, killing many Germans, and suffered no casualties.

When the decision was taken to evacuate the B.E.F., the battalions were soon on the move again in the direction of Dunkirk. "Z" battalion had just crossed the River Lys after a long and tiring march when it was learnt that the enemy had broken through on the right, between Commines and Ypres, and that the battalion was to restore the situation. It made a counter-attack and, after a hazardous advance across open country, the battalion reached its objective and held it in spite of repeated and determined enemy efforts. Eventually it was ordered to withdraw to Messines and then it made its way to Moeres, where it was ordered to be ready to support a brigade which was being hard-pressed south of Furnes. The ground was reconnoitred but the battalion's services were not called upon.

Fierce Fighting at Furnes

Meanwhile, "X" and "Y" battalions marched on Furnes, where again there was a danger of the enemy breaking through. A reconnaissance party consisting of the Commanding Officer of "Y" and two company commanders came under fire and were all hit. A young officer found them lying in an exposed position in the main street of the town which was raked by machine-gun fire. Displaying complete disregard of his own safety, under heavy machine-gun and rifle fire, he carried the Commanding Officer who was dead and the two company commanders who were wounded into the doorway of a house. But the enemy's fire was so heavy that no stretcher-bearers could approach, and an entry had to be forced from the back.

"X" and "Y" battalions took up positions and were subjected to an intense and accurate bombardment which was obviously directed by enemy agents on the spot, and a telephone was actually found in the church tower. A reserve ammunition truck was hit and set on fire, but the mortar bombs were unloaded before they could explode and were put to good use in blowing up two German mortar positions. Many houses in the town were burning furiously, and the situation was made still more uncomfortable by the fact that little artillery support was available and no counter-battery fire could be given. Meanwhile, the enemy launched repeated and determined attacks and attempted to cross the canal on rubber boats. All these attempts were frustrated; a section of "Y" battalion under a lance-corporal drove out and killed 20 Germans while itself suffering only one casualty.

Farther to the north two line battalions were hard pressed and a gap was opened between them. Soon after midday news reached "Y" battalion headquarters that the enemy was crossing the canal unopposed. The same young officer who had dragged the dead C.O. and the two wounded company commanders into cover was sent to learn the exact situation. He had with him the Bren carrier platoon. By resolute leadership he

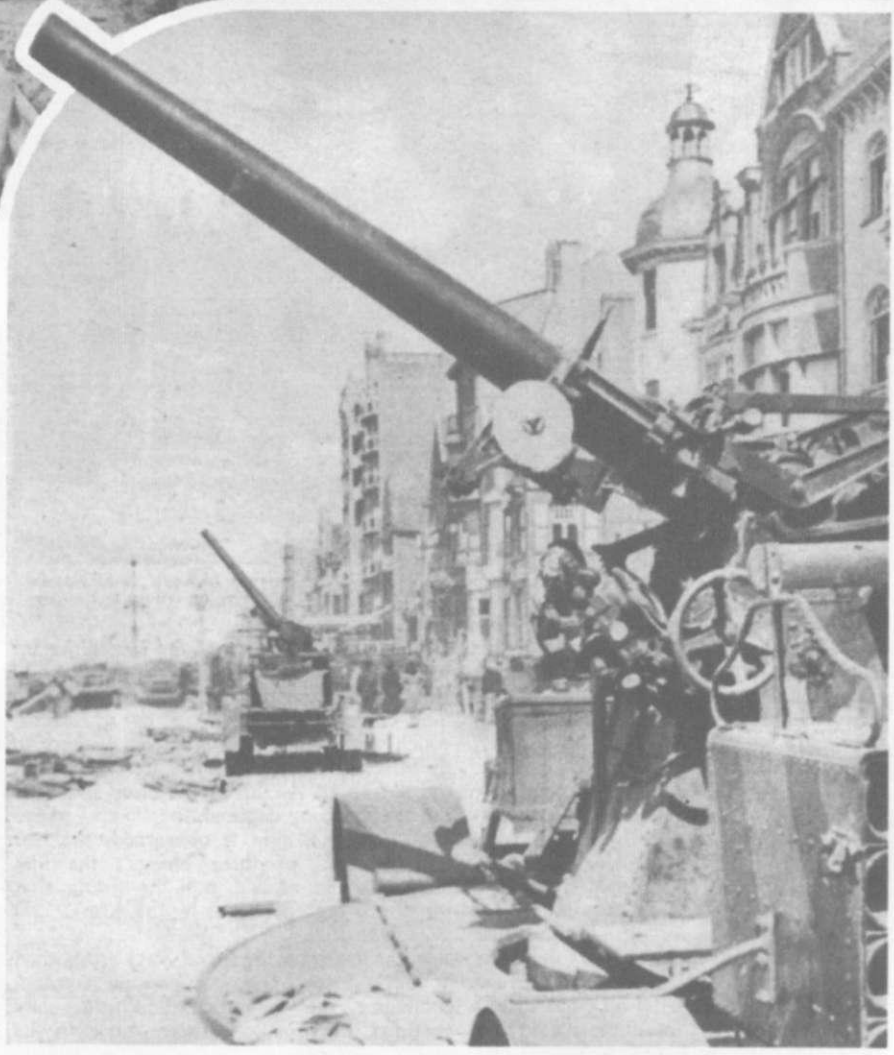
They Held Up the Foe on the Road to Dunkirk

These are some of the Grenadier Guardsmen whose gallant conduct is described in this article. They are Bren gunners in a forward position before the retreat.

rallied the troops on the spot and led them back to the canal in a counter-attack. His action averted an enemy break-through between the brigade area and the sea.

During this time the transport column and other details of "Z" battalion had been ordered to the neighbourhood of Dunkirk, there to destroy all their trucks except those carrying arms, food and ammunition. All the vehicles were present and in good order, and the melancholy task of destruction was duly performed. The personnel then made their way to the sea at La Panne, where there was indescribable confusion. Trucks, wagons and cars abandoned under orders by British units were being plundered and driven away by civilians and other nondescript people. The men of the transport column armed themselves with all the Bren guns and anti-tank rifles they could collect and established a post across the road, enforcing order and putting a stop to the pilfering. Next, they contributed to the defence of the position at Furnes by holding a front of half a mile along the canal east of the town. The situation at Furnes was saved and the final withdrawal to the sea made possible.

This was not the first time that the Grenadiers had covered the withdrawal of a British army. In 1809, Sir John Moore was watching the troops coming into Corunna when he said: "Look at that body of men in the distance; they are the Guards by the way they are marching." In 1940 a divisional staff officer, checking up the units as they were withdrawing, was heard to say as a battalion of Grenadiers marched through: "These must be the Guards."



The sea front of La Panne (once a popular Belgian seaside resort), where "Z" battalion of the Grenadiers reached the sea, is here seen as the troops found it, lined with deserted houses, and cluttered with derelict anti-aircraft guns and all the rack and ruin of war. In peacetime its sands were crowded with holiday-makers. *Photos, British Official: Crown Copyright; and E.N.A.*

We Have More Than Held Our Own in the Air

by Major F. A. de V. Robertson, V.D.

Here the work of the various Air Force Commands is analysed during the three successive phases of the war in the first year of hostilities—the maritime, military and purely aerial stages. Lessons taught by the year's experience are made clear by Major Robertson, of the Editorial staff of "Flight."

To judge the lessons taught by the first year of air warfare one should start by getting the background clear in one's mind. The Royal Air Force is a separate Service, and so is the Regia Aeronautica of Italy; but the Luftwaffe is, as the German word indicates, the air arm of the German Army. It has proved itself formidable when working in conjunction with German ground troops, but when sent to work independently, as in its efforts against Britain and British sea power, it has not been impressive.

We have the Royal Air Force and the Fleet Air Arm. The latter is a branch of the Navy, though on occasions it has worked with the R.A.F. The Royal Air Force is organized in three active Commands in this country, and there are Overseas Commands, of which the Middle East, with headquarters at Cairo, is the most important. In Great Britain there are the Bomber, the Fighter, and the Coastal Commands.

Germany made full use of her immense air force when she overran Norway in April, 1940. Here a German 'plane is flying over the forests near Oslo, dropping bombs not only on troops but on the defenceless civilians who fled from the capital when the Germans landed. *Photo, Keystone*

The Coastal Command works mainly with the Navy. Its chief duty is reconnaissance over the seas round the British Isles, which is carried out by squadrons of flying-boats and squadrons of landplanes.

The Fighter Command exists primarily for the air defence of Britain. In addition to its squadrons of fighter aircraft, it has under its control the squadrons of the Balloon Barrage and the Observer Corps. It also has operational control over the anti-aircraft guns and the searchlight battalions provided by the War Office.

The Bomber Command is the most flexible of all. It is prepared to co-operate with the Navy or the Army, and also to undertake independent action on its own. It has had to perform all three functions in this first year of the war.

The British Army does not possess an air arm of its own, but a certain number of special squadrons are allotted to it by the R.A.F. These army co-operation squadrons are trained and equipped for tactical reconnaissance and to spot for the artillery. When we send an expeditionary force to the Continent it is necessary for the R.A.F. to provide fighter squadrons to protect the A.C. squadrons, and also bomber squadrons to reconnoitre far behind the enemy's lines and to bomb his back areas. These are known as the Air Component of the Expeditionary Force. While the B.E.F. was stationary in France the Bomber Command sent over to that country a number of its squadrons, which would thus have a shorter distance to fly to reach Germany. They were known as the Advanced Air Striking Force, and were not under Army command.

So far as Britain is concerned, the war has consisted of three phases: the first maritime, the second military (using that word to mean operations by the Army), and the third aerial.

In the first stage the Royal Navy established a blockade of Germany, swept German commerce off the seas, and practically confined the small German navy to its harbours until it was able to destroy most of it during the Norway campaign. Of course, this naval blockade has continued through all stages of the war, but at first it was the whole war, so far as Britain was concerned.

All through this stage the Coastal Command was the most active branch of the R.A.F., and its activities have never been abated. Its flying-boats (the Sunderland being the foremost type) and its Anson and Hudson landplanes ceaselessly scoured the seas in search of U-boats and enemy surface craft, and kept the Navy well informed of nearly all movements. Its aircraft bombed and sank a number of German submarines, but such successes gave no measure of the utility of its work. If an aircraft sighted a periscope it informed the Navy at once, and that patch of sea was soon made unhealthy for under-water work. Often the Coastal machines met Heinkel 111 bombers or Dornier 18 flying-boats, and, though our machines were not intended for air fighting, the crews never hesitated to attack. The excellent marksmanship of our highly-trained air gunners resulted in many victories.

The Bomber Fails Against the Navy

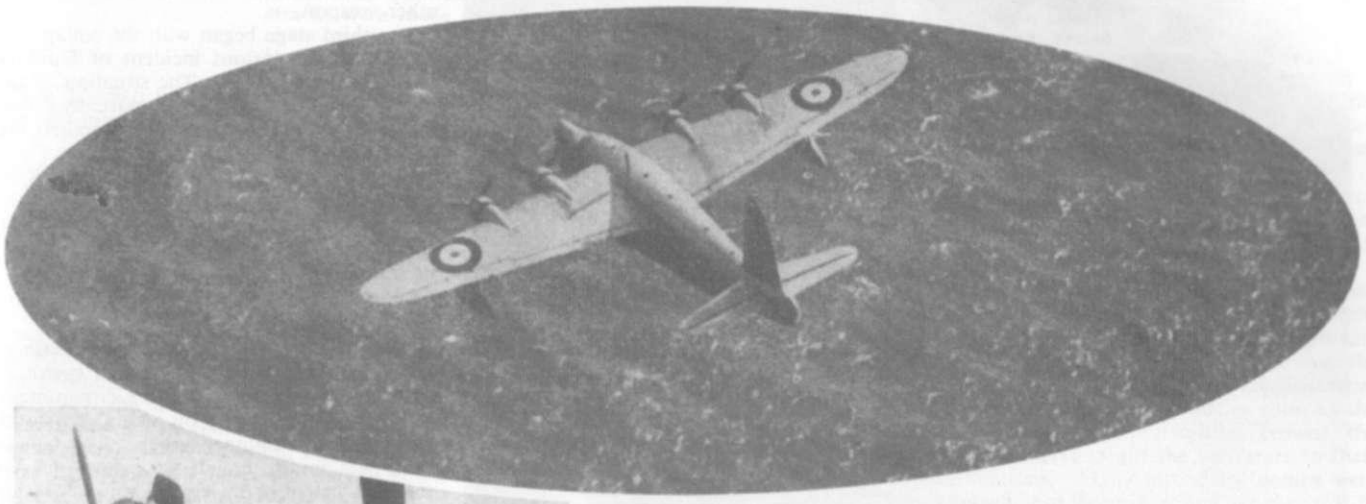
During this period the Fighter Command remained in a state of "exasperated anticipation," as someone described the feelings of the pilots. They did sentry-go up and down our coasts, and pounced with avidity on any Heinkel 111 which they encountered. The obsolescent types of German bombers employed could not stand up to a Hurricane or Spitfire, and could escape only by taking refuge in a cloud. Our fighters easily defeated the German attempts to bomb the Fleet in the Forth and at Scapa Flow, and one must marvel at the weakness of the bomber formations which the enemy sent against such important objectives. It was an instance of the ineptitude of the Luftwaffe in independent action.

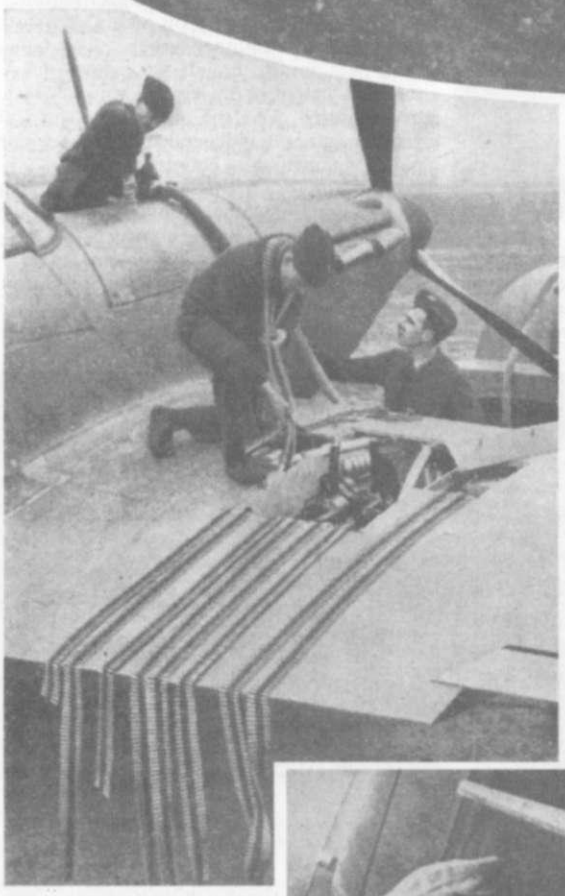
The Bomber Command also joined in the task of helping the Navy. It made several spirited attacks on German naval bases, and when enemy seaplanes began to deposit magnetic mines off our coasts, the Bomber Command started a series of "security patrols" over the seaplane bases in the Frisian Islands which very much curtailed the activities of the minelayers.

When German naval forces emerged into the North Sea our bombers attacked them, as German bombers likewise assailed British naval forces. From these encounters two tactical lessons emerged. It is very difficult to bomb a moving warship from a great height; but if a bomber came low it ran into the furious anti-aircraft fire from the ships. The multiple pom-poms on our warships proved extremely effective, and it soon became evident that bombers were unable to prevent a Navy from carrying on its work. This was a surprise to many foreign observers, and told heavily in favour of the British cause.

The other tactical lesson from these operations was the tremendous advantage conferred on British bombers by the adoption of the power-operated gun turret. This turret, which may have up to four machine-guns, is elevated, depressed, or traversed by the power of the engines without any muscular exertion by the gunner. The German

Britain's Air Commands are Nearing Supremacy



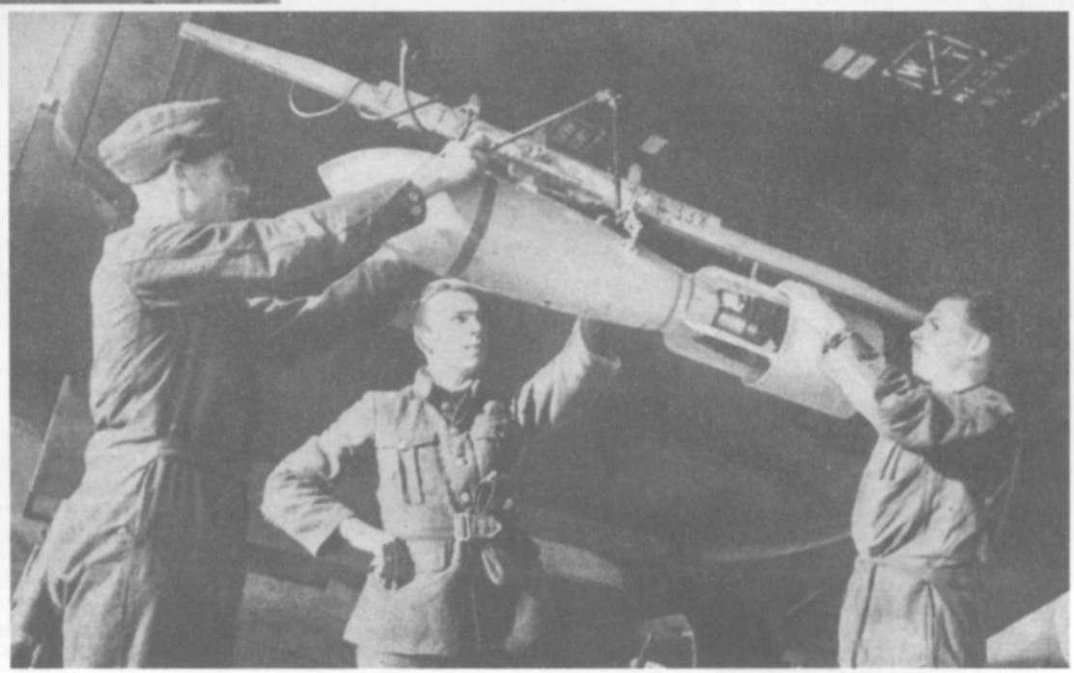


Fleet Air Arm

The striking power of the Fleet Air Arm is clearly demonstrated in the adjoining photo, showing Blackburn Rocs flying in formation — one of Britain's most redoubtable types of aircraft.

Coastal Command

Top, a Short-Sunderland flying-boat, as used for reconnaissance.



Fighter Command

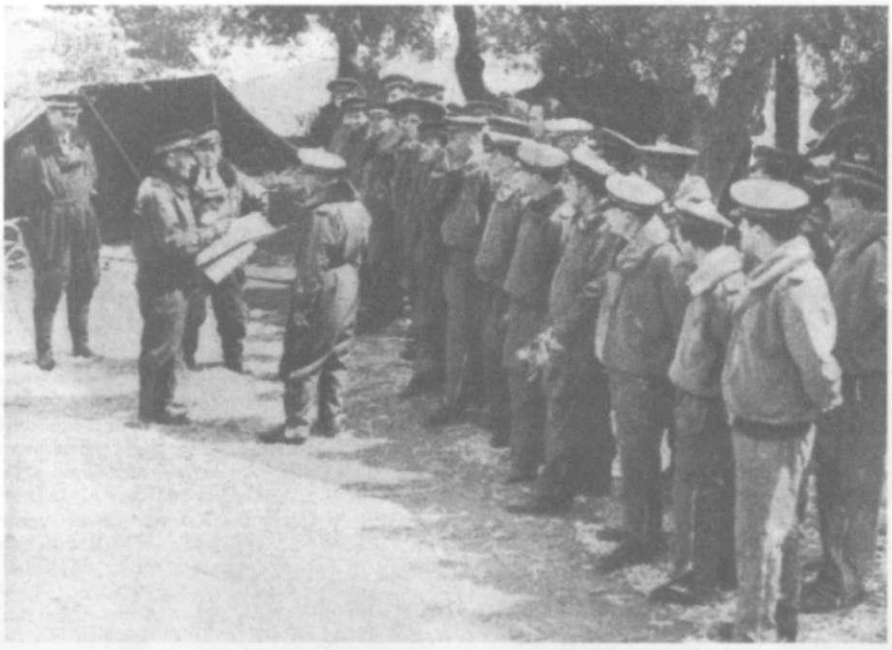
In this page the work of the Three Commands of the R.A.F. and the Fleet Air Arm is symbolized. An aspect in the servicing of Fighter Command machines is shown above, where armourers at an aerodrome in England are immediately recharging the guns of a Hurricane just back from a combat with Nazi aircraft over the coast.

Bomber Command

The work of the ground staff with the Bomber Command is a vital contribution to the defence of Britain. Right, armourers are fitting bombs to a machine preparatory to a flight over enemy territory. The work requires the utmost care and precision to ensure that there is instant release when the button that frees the bomb is pressed.

Photos, L.N.A., Charles E. Brown, Central Press, and Topical

Germany's 'Luftwaffe' Meets Its Match at Last



These pilots of Italian aircraft are receiving instructions from an officer at an aerodrome in Italy before starting out to attack one of the few objectives in the Mediterranean they can reach. Against the chief of them, Malta, they have had little success.

Photo, Wide World

doctrine was that a bomber's best defence was speed, not armament, and that proved wrong. Our Wellingtons could hold their own when attacked by German fighters.

During this period our long-range bombers flew over Germany nearly every night dropping leaflets. The propaganda value of the leaflets was doubtful, but the training of our pilots and navigators was most useful.

The land campaign opened with the invasion of Norway. In this stage the German dive-bombers (Junkers 87) were most useful in preparing the way for the German tanks. Effective use was also made of air-borne troops, either dropped by parachute or landed from a troop-carrier. Our Bomber Command furiously attacked the rear of the German Armies, but had not sufficient numbers to prevent their advance. The chief lesson of this phase is that an army is badly handicapped if it is short of aircraft. The same applies also to shortage of tanks or any other weapon.

The third stage began with the collapse of France. The glorious incident of Dunkirk taught another lesson. The situation of the British troops gave an apparently ideal opportunity to the German bombers to annihilate our force. But the Fighter Command was thrown into the fray. Our Spitfires, Hurricanes, and Defiants shot down the German bombers in fantastic numbers, and the B.E.F. was substantially saved. What had been thought impossible was actually accomplished. The German bomber force was badly defeated.

Then followed the purely aerial phase of the war. The Bomber Command began an independent campaign against German munition works, particularly oil plants and stores, as well as other military targets. The damage done was immense, but we cannot yet say to what extent the German war effort has been injured. At the same time the Luftwaffe began an independent bombing campaign against this country, possibly as a preparation for an attempt at invasion. Being able to use French aerodromes, the Germans sent short-range fighters (which are more efficient than long-range fighters) to escort their bombers. Our Hurricanes and Spitfires could and did master the escorts, but fighting them took time, and gave the enemy bombers a chance to do their work. Even so, the German bombing results were poor. The resounding successes of our fighters, at small cost to themselves, are known to all; but had they been able to concentrate on shooting down only bombers, their victory would have been even more complete.

Above, on the seashore in South-east England, are the remains of a German bomber after meeting British fighters. Left is a Heinkel brought down by a British A.A. battery during the fighting in Belgium in May 1940.

Photos, British Official: Crown Copyright; L.N.A.

Of the war against Italy it is too early to say much. The Regia Aeronautica has not been able to drive the Royal Navy out of the Mediterranean, and its rather antiquated types of aircraft have been easily beaten by our Gladiator biplanes. Our Blenheims and other bombers have done considerable damage to Italian naval bases, aerodromes, and other objectives. The R.A.F. Command of the Middle East has every reason to be proud of itself.

Air Battle for London Raged Yet More Fiercely

In the week following the first bombing of London in the night of August 23-24 furious attacks were made repeatedly, but every day attack was beaten off and the raiders never penetrated the barrage defences of the centre. Changing tactics and varied formations, attacks on aerodromes and the Thames Estuary were alike unsuccessful.

DISTURBED by their enormous losses the Nazis showed during a short period, August 24 to September 3, what appeared as indecision both in strategy and tactics. Bomber losses proved so costly that they took to the use of improvised fighter-bombers which should in theory combine the swiftness and ease of manoeuvre of the fighter with the death-dealing power of the bomber. But our Fighter Command soon countered this move, and dozens of Messerschmitt single and two-engined bombers were brought down. At the other extreme the Luftwaffe threw into the struggle their new four-engined bombing craft—an enormous machine with all a giant's vulnerability, but with great striking power once it could safely be brought over its target.

The enemy tried every imaginable shift and dodge to elude our defences, using decoy formations that screened other units ready to dash through and search out our airfields. After forgoing mass raids for a time in favour of smaller and scattered attacks they came over again in large formations, which split up in small sections when across the Channel and so endeavoured to disperse our defenders. Ever larger fighter escorts were provided for the raiding bombers, and for a few days the ratio of our losses increased, but soon dropped again to the " one-British-to-four-German " ratio which the courage and skill of our fighter pilots had established.

GERMAN & BRITISH AIRCRAFT LOSSES
FIRST YEAR OF THE WAR

German to April 30, 1940

Total announced West Front, North Sea, Britain, Scandinavia 195

	German	British
May	1,990	258
June	276	177
July	245	115
Aug	1,210	373
Sept. 1-2	80	34
Totals, May to Sept. 2 ...	3,801	957

Daily Results, August 1 to Sept. 2

	German Losses	British Losses	British Pilots Saved
Aug.			
1-7	10	15	—
8	62	18	3
9	1	1	0
10	1	4	0
11	66	29	2
12	62	17	1
13	78	25	10
14	31	11	2
15	183	34	17
16	180	37	17
17	1	0	—
18	152	22	12
19	5	6	2
20	7	2	1
21	13	1	1
	852	222	68
Bt.fwd.	852	222	63
Aug.			
22	10	4	2
23	4	0	—
24	50	21	12
25	55	17	3
26	47	17	11
27	5	1	0
28	29	14	7
29	11	12	7
30	62	27	15
31	88	39	25
	1,213	374	150
Sept.			
1	25	16	9
2	55	18	8
Totals	1,293	408	167

Notes.—Figures for **May** cover Dunkirk operations and include aircraft destroyed by French. Probable number brought down by British during that month is 1,500 out of the total 1,990.

The main attack on Britain began on Aug. 8—up to Sept. 2nd there were 18 mass attacks.

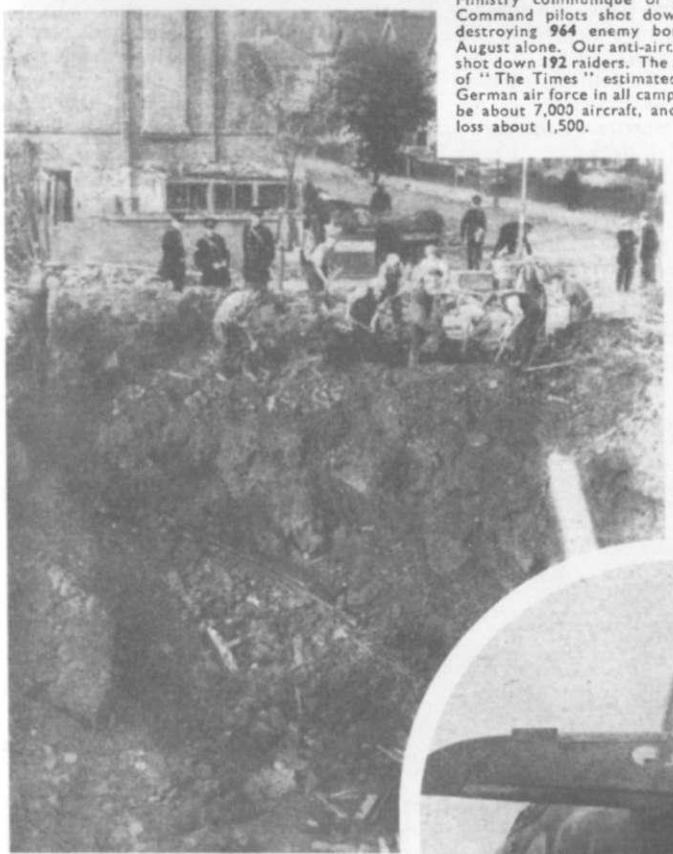
None of the figures include aircraft bombed on the ground or so damaged as to be unlikely to reach home.

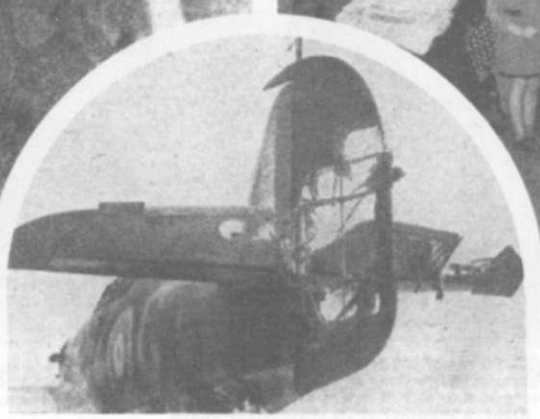
During the first year of war, announced an Air Ministry communiqué of September 2, our Fighter Command pilots shot down **1,730** German raiders—destroying **964** enemy bombers and fighters during August alone. Our anti-aircraft gunners during the year shot down **192** raiders. The Aeronautical Correspondent of " The Times " estimated that the all-in loss to the German air force in all campaigns during the year would be about 7,000 aircraft, and the corresponding British loss about 1,500.

Another tactic was the extension of the night bombing raids: enemy aircraft quartered the country and individual bombers dropped missiles with little heed for targets of military value. It was suggested, in fact, that the enemy's object was to keep our sirens sounding and to hold up industrial production.

London's third night raid in the week came on Wednesday, August 28. The sirens sounded at 9 o'clock, and for seven hours thereafter single enemy raiders were over the area. Many people were thus prevented from making their way home, but as soon as the shelters disgorged the waiting crowds the transport services got the wayfarers to their destinations. Many incendiary bombs were dropped, but prompt action by the A.R.P. workers localized the trouble and prevented serious fires. Anderson shelters saved several lives when explosive bombs fell near, but in one case a shelter suffered a direct hit and was blown out of the ground, four people being killed.

Aerodromes in the Home Counties were the object of massed attacks by large formations on Friday, August 30. The raiders came over in three successive waves at short intervals. A great battle developed and they were scattered and driven back. Some enemy aircraft approached London, where the warning sounded soon after midday, but were foiled by our fighters and anti-aircraft





A hugh bomb crater made in the outskirts of London on the night of August 29/30 is seen above. Right, the tail of a British Hurricane damaged in a fight, yet the pilot brought it home.

Ramsgate people in their tunnel (see p. 237) during a raid. An American report stated that though over 1,200 houses were destroyed, total casualties were but 28 killed and 45 injured, due to this excellent shelter.

The South-East Bears the Brunt of the Nazi Attack

The men who man the balloon barrage are not only on the defensive, but on occasion they can take the offensive very successfully. Left, some of them are in action at the end of August during a raid on the barrage. A Messerschmitt attacked a balloon affectionately known as "Matilda." It succeeded and, right, are the tangled remains. But "Matilda" was avenged, for her crew poured 100 rounds of rifle fire into the Messerschmitt and it dropped into the sea in flames.
Photos, Planet News

gunners. Later in the afternoon London had its twentieth air raid warning since war began, but the "Raiders Passed" came fifteen minutes later. Yet another alarm came about an hour after, keeping people under cover for some ninety minutes. Fierce battles raged above the outer suburbs and a round dozen of raiders met their doom in such encounters.

Night raiders made their appearance at a little after 9 p.m., and soon our fighters were heard overhead giving chase. Over the London area both high explosive and incendiary bombs were dropped, apparently at random, and considerable damage was done to houses in various districts. Next morning, with but a brief interval, the enemy resumed his attacks by day, and during Saturday the sirens sounded at 8.27 and 10.40 a.m., 1.5 and 5.49 p.m., and again in the evening at 9.49 and 11.30. The most desperate attempts were made by raiders to reach our aerodromes, to which no serious damage was done, however.

In the course of the day dive-bombers attacked a suburban town thronged with shoppers, and in another suburb a low-flying Nazi 'plane turned its guns on to people in the streets. In all these encounters the raiders lost heavily, as the figures printed in the table in page 259 demonstrate.

In the fourth attack during Saturday some three hundred raiders were engaged; typical of the formations was one in which 20 Junkers bombers were escorted by three times that number of Me 109s. Our Spitfires chased the bombers back to France and shot down one over the Kent coast; they also destroyed one of the Messerschmitts.

On Sunday, September 1, more attempts were made on our aerodromes in Kent, Surrey and Essex. Enemy fighters in advance laid a mark consisting of a ring of smoke, and the bombers then attempted to drop their missiles on the area outlined. But as this marking was an advertisement to our waiting Spitfires and Hurricanes the enemy device necessarily had little value. Enemy formations of 100 to 150 were employed in the day's largest raid, between 1 and 2 p.m., with considerably smaller forces later, at 3 p.m. The battle surged to and fro and at one time exciting air fights were waged over the outer ring of London suburbs.

Coming up the Thames Estuary on Tuesday afternoon, September 3, a force of Nazi aircraft made strenuous attempts to get past our barrage, which in the past had always baffled them. Three of one bomber formation, for example, were shot down by our A.A. gunners within two minutes, and another shortly afterwards. Mass attacks were made again and again, but all failed before the barrage of fire put up by our ground defences. As soon as the formations had been scattered our fighters went in and completed the rout.

Again on Tuesday waves of enemy raiders tried to force a way up the Estuary but without success. London was warned and took to its shelters, but its guns never came into action. In the morning 250 'planes attacked the defences of S.E. England, and later in the day a wave of 150 aircraft was employed, but these great armies of the air withered away before the barrage and the keen offensive of our fighters. Once again the Luftwaffe had failed. The first year's War in the Air, then completed, gave the enemy no success in his major aim—the subjugation of Britain's air defences and the terrorization of her people.

On August 3 a force of 100 Nazi bombers made a savage raid on a town in the Thames Estuary. The worst feature of the raid was dive bombing by four 'planes that sprayed buildings with bullets. One, a Dornier 17, was shot down by Lewis gun fire and, left, are Gunners Harris and Howland who did it. Above, the Dornier is burning on the beach. Right, a member of its crew under guard.
Photos, Fox

The Lights of London Town—1940 Pattern

This remarkable photograph was taken from the roof of a high building in Fleet Street during one of the night raids over London towards the end of August. The exposure lasted 90 minutes. The searchlight has just caught a Nazi bomber, while the diagonal streak is the light from a parachute flare. In the upper part of the photograph anti-aircraft shells are bursting. The streaks of light across the photograph are caused by the movement of the stars during the long exposure.

Photo, Associated Press

What the R.A.F. Did to Germany in August

During the month of August the Royal Air Force made about two hundred raids on Germany or enemy-occupied regions, and the table printed in page 263 records operations at 284 points. A brief analysis of these raids is given. So numerous were the aerodromes attacked that eventually the Air Ministry ceased to specify them individually and gave instead the bulk results.

GERMANY was somewhat slow to take up night bombing to any large extent. It was thought that, concentrating on fighter production and the building of day-bomber types, she had been perforce obliged to put up with a smaller output of the heavier class of bomber. Then, too, until the collapse of France, night bombing raids on Britain involved some difficulties. Comparatively few of the Nazi pilots had been trained or were experienced in night operations, and few could have had knowledge of our terrain. Perhaps, added to all these factors and surpassing them in importance, was the circumstance that Hitler had infused into his army and air force—high command and operating personnel alike—the notion of a blitzkrieg in which victory should be won by a short series of dashing actions against much inferior opponents.

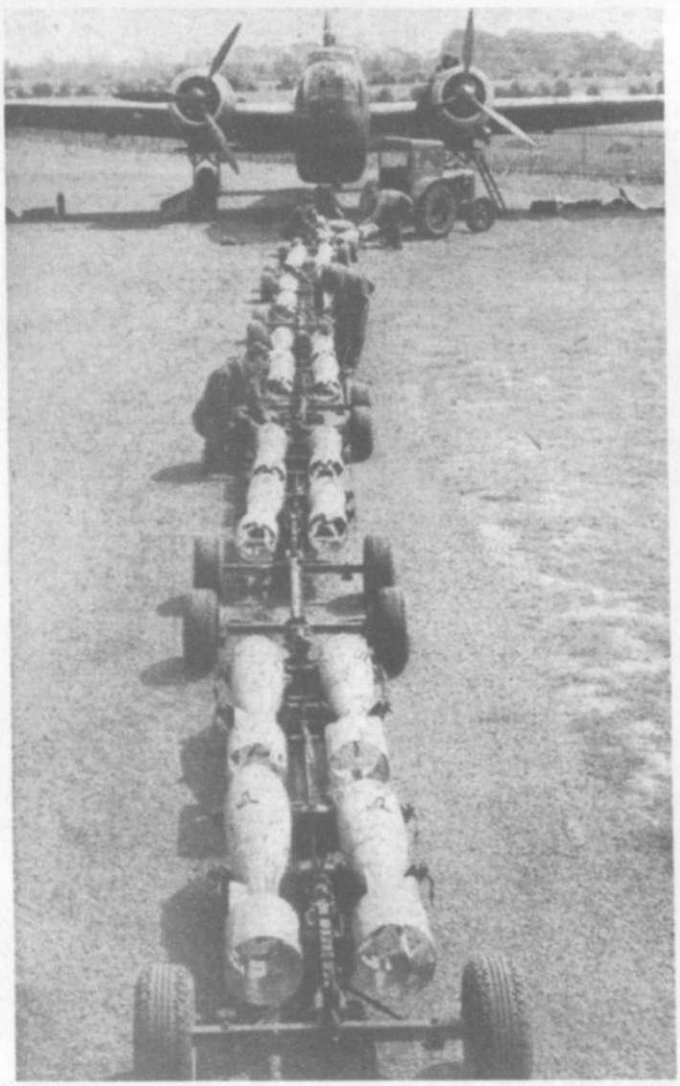
Whatever the causes that led to Hitler's postponement of his major land effort until the early summer of 1940, this respite enabled Britain to build up a far greater Air Force and instil into its gallant members that spirit which today finds its expression in the heroic successes achieved against the four-to-one superiority in numbers of the invading Luftwaffe.

Then, right from the outbreak of hostilities, the R.A.F. carried the war into the enemy country and, when Britain's policy at last permitted, undertook the persistent raiding of military objectives on land. During one month alone, according to an official statement issued early in August, the R.A.F. had dropped 33,431 bombs on Germany or German-occupied territory, while the Nazis had been able in the same period to drop on Britain only 6,987 bombs.

Aerodromes and aircraft factories, of course, are among the most important objectives. Air Chief Marshal Sir Robert Brooke-Popham, speaking recently about factors of air superiority, stressed the great danger of pressing for local defence, and said that probably the best defence for Derby (for instance) would be a bomber squadron in Norfolk which attacked aircraft factories in Dessau. Now at Dessau, 69 miles S.W. of Berlin, are the gigantic works of the Junkers organization, where bombers and troop-carriers are built. There is another Junkers factory at Bernburg, not far from Magdeburg.

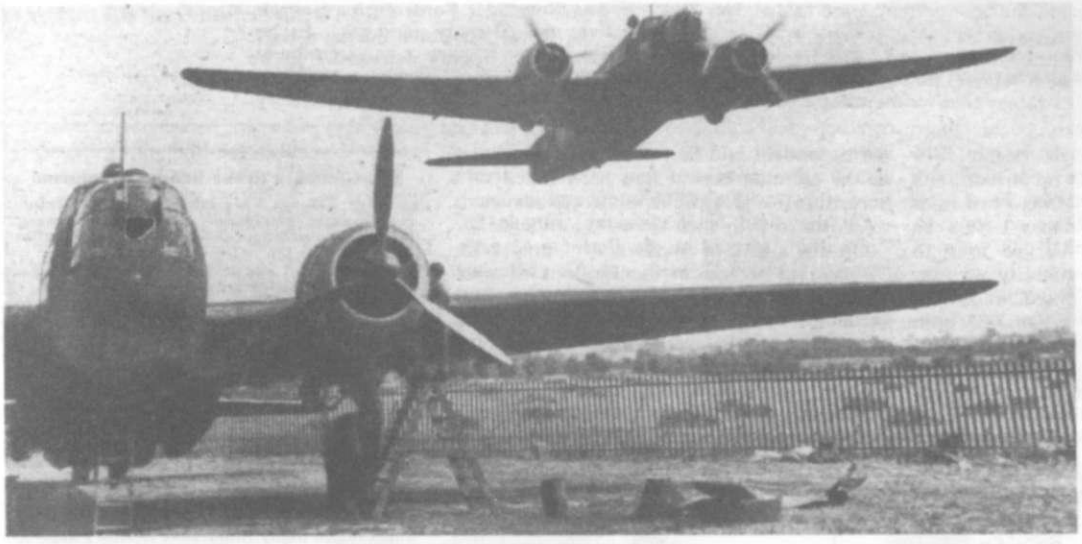
Both these places were bombed by the R.A.F. on August 13. Three nights later Bernburg was revisited, the factory and its test airfield being severely damaged. On August 28 another raid, on an even larger scale, was made by the R.A.F. on Dessau. Fires broke out which could be seen for 60 miles; clouds of smoke rose to 300 feet. In the words of one of our pilots, "it seemed as though the whole place were ablaze. I am sure that it won't turn out any more Junkers for a while." On August 16 the Messerschmitt works at Augsburg was bombed severely; it was raided again on the 27th. Other aircraft factories were bombed during the month by the R.A.F., who turned in a new direction to harry Germany's 'plane production. Previously they had punished the aircraft works at Gotha, Cassel and Bremen, and also the Dornier seaplane establishment at Wismar.

Aerodromes without number have been systematically raided night after night. During one part of August the Air Ministry's communiqués specified eleven in Germany, twelve in Holland (one bombed twice, four bombed three times and one raided six times) and a score in German-occupied France. In fact, later in the month the communiqués ceased to particularize, and just lumped them together in one total,



This heavy bomber is being prepared for one of the nightly raids over Germany. A train of low trucks takes the bombs to the 'plane, but some of them may come back, for, as Mr. Churchill said in his message to the Bomber Command (see page 264), pilots have brought their bombs home rather than loose them when it was difficult to hit the precise military objectives prescribed. The map shows the towns and industrial areas that have been bombed by the R.A.F. Since May 10 the R.A.F. have raided Germany itself nearly 600 times. *Photo, L.N.A. Map, courtesy of the "Daily Express"*

Over 280 Raids on Enemy Territory in 31 Days



Many of the raids over Germany have been carried out by Wellington bombers and in this photograph one of them, taking off for a flight over enemy territory, is soaring above another of the same type. These 'planes are armed with six machine-guns, besides bombs, and carry a crew of five.
Photo, Wide World

saying: "Many aerodromes were attacked."

Oil products are the life-blood of aircraft engines, so let us see what the R.A.F. did during the month to destroy Germany's stocks, demolish her refineries and hydrogenation plants and hamper the transport of oil and petrol. Seventeen oil stores, refineries or synthetic production works were raided: Homburg on August 6, 7 and 10; Frankfurt on August 10, 16, 22 and 24; the huge works at Sterkrade on August 4 and 23, and the Gelsenkirchen oil plant on August 1, 3, 11 and 15.

During the Sterkrade raid of the 22nd "lines of H.E. bombs were seen to straddle the target; a direct hit is believed to have been scored on the pumping station, and fires were started with incendiary bombs." The huge hydrogenation plant at Leuna, near Leipzig, has a production of about half a million tons of coal-oil per annum: on August 16 the R.A.F. bombed it for the first time. Despite a fierce barrage our machines dropped hundreds of bombs. The main plant extends for almost 1½ miles, and along the entire range of buildings there was a chain of fires. On the 26th Leuna was again heavily attacked by the R.A.F. On the same night other R.A.F. machines bombed the benzine refinery at Bohlen, said to turn out 180,000 tons yearly.

On the 15th two installations at Gelsenkirchen (five miles N. of Essen) were selected for punishment, when two separate raiding forces bombed them systematically for two hours. One crew, which had scored eight direct hits, counted at least twenty-five fires raging. Another large oil refinery near-by was attacked also. The restriction of oil imports has made Germany's plants for producing oil from coal and lignite more valuable, and it was these works which the R.A.F. so successfully bombed at the end of the month.

In quite another direction, after a flight of some 600 miles, our bomber squadrons attacked the aluminium works at Rheinefelden, on the Rhine, ten miles E. of Basle. For one and a half hours bombs were rained on the extensive plant, our pilots coming down as low as 1,500 feet at times. Enormous damage was done over a wide area; many fires were started until, to our bomber crews, the entire expanse of buildings seemed ablaze.

Among chemical factories, munition works and metal works bombed were those at Lunen, Grevenbroich, Ludwigshafen, Griesheim and, last but not least, the Krupp works at Essen. The Daimler-Benz motor works at Stuttgart was bombed on the 24th. Here armament and armoured-cars are manufactured. The resulting conflagration could be seen from a distance of 60 miles.

For transport, Germany relies a great deal on her inland waterways, especially as her over-worked railway system has been repeatedly disorganized by our bombers. Two important canals are the Dortmund-Ems, linking up the Ruhr with Emden, and the Weser-Elbe canal, connecting the two rivers. The former has become historic through the exploits of our pilots: it was bombed again on the 19th, when also a low-level attack was made on the Weser-Elbe canal. The same night a strong R.A.F. force attacked Kiel dockyard, and rail communications over a wide area were dislocated by successful attacks on Bremen, Wunstorf and Geseke.

The marshalling yard at Hamm was bombed for the fifty-second time on this same 19th of August, and on the 22nd, together with the goods siding at Soest, was bombed "as usual." Much other damage was done to road and rail communications in vital zones. Then, too, the electric power stations received attention; those at Herdecke and Hattingen were bombed on August 11; that at Zschornewitz on the 19th; Knapsack was raided on the 22nd and 24th, and the station at Kelsterbach, near Frankfurt, on August 27. In the light of these facts no one can doubt that the aircraft production and maintenance of the enemy is being seriously hindered by this offensive defence of our shores against the aerial terror.

One Month's R.A.F. Raids on Germany and Enemy-Occupied Territory

(Compiled from Official Air Ministry Communiqués)

Numbers following place-names denote the days in August on which raids were made

Aerodromes

Abbeville, 3
Arnhem, 31
Berlin, 30, 31
Borkum, 5
Boulogne, 14, 20
Breet, 11, 19, 27
Bricy, 19
Brussels, 19
Caen, 10, 11, 20, 23
Chartres, 15
Cherbourg, 1, 7, 10, 11
Crefeld, 4, 6, 10
Darmstadt, 24
Deauville, 22
De Kooy, 26
De Mors, 22
Diethoiz, 19
Dinard, 11, 22, 23, 24
Dortmund, 1
Eindhoven, 6, 9, 23
Flushing, 10, 19, 24
Freiburg, 18
Gilze Rijen, 6, 9
Gladbach-Rheydt, 6
Glicy, 23
Guernsey, 9, 10, 11
Guipavas, 19, 23
Haamstede, 1, 3, 7
Haarlem, 24
Habsheim, 18
Holtenau, 7
Husum, 7
Jagel, 19
Lanveoc, 19, 22, 23
Lastrup, 31
Le Bourget, 6
Le Crotoy, 24
Leeuwarden, 1, 5, 15, 19
Le Poulmic, 9, 23
Lingen, 22
Lisieux, 19, 22, 23

Aerodromes

Merville, 23
Morlaix, 14
Montebourg, 19
Munster, 9
Nivelles, 26
Orleans, 19, 23
Ostend, 19
Plouescat, 24, 26
Rennes, 19, 23
Saarguemines, 24
St. Brieuc, 23
St. Inglevert, 19
St. Omer, 19, 22, 23, 26
Schihpol, 3, 5, 6, 8, 9, 10
Soesterberg, 6, 19
Texel, 6, 26
Trier, 9
Vannes, 23
Valkenburg, 8
Venlo, 6, 9
Vierzon, 24
Villacoublay, 19, 23
Waalhaven, 10
Werl, 9
Wizernes, 14
Ypenburg, 6

Aircraft Factories, Aircraft Stores, etc.

Augsburg, 16, 17
Berlin, 30
Bernburg, 13, 16
Frankfurt, 13, 22, 26
Dessau, 13, 27, 28
Kochem, 13
Kolleda, 16
Leipzig, 28
Munchen-Gladbach, 13
Stuttgart, 24
Wismar, 5

Chemical Works, Munition Works, Metal Works, etc.

Berlin, 28
Cologne, 9, 10
Essen, 1, 15, 29
Griesheim, 22, 26
Grevenbroich, 13
Hoechst, 26
Jena, 16
Leverkusen, 26, 31
Ludwigshafen, 9, 24, 25
Lunen, 13, 15
Mors, 6
Rheinefelden, 18
Ruhrort-Hafen, 9, 22
Waldshut, 18

Power Stations

Cologne, 8, 10
Duisburg, 29
Hattingen, 11
Herdecke, 11
Kelsterbach, 27
Knapsack, 22, 24
Zschornewitz, 19

Railway Junctions, Marshalling Yards, Supply Depots

Bremen, 19, 30
Coblenz, 22
Crefeld, 1
Duisburg, 10, 13, 22, 26
Geseke, 19
Hamm, 1, 5, 6, 7, 8, 9, 10, 11, 15, 19, 22, 26, 29, 30, 31
Hanover, 31
Mannheim, 1, 22, 23, 27
Neheim, 19, 24
Osnabruck, 31
Roermonde, 13
Schwerte, 6
Soest, 8, 9, 11, 15, 22, 29, 30, 31
Wunstorf, 19

Oil Refineries, Hydrogenation Works, Oil Stores and Depots

Berlin, 30,
Bottrop, 3, 22, 29
Bohlen, 16
Castrop-Rauxel, 11
Cherbourg, 30
Coblenz, 22
Cologne, 29, 31
Dortmund, 11, 28
Flushing, 9
Frankfurt, 10, 16, 22, 24, 26
Gelsenkirchen, 1, 3, 11, 15, 29, 30
Gironde Estuary, 14, 19, 27
Hanover, 19
Homburg, 6, 7, 10
Kamen, 1
Leuna, 16, 26
Magdeburg, 30, 31
Mannheim, 27
Monheim, 3
Ostermoor, 19
Rotterdam, 3, 31
Reisholz, 1, 6, 15, 28
St. Nazaire, 29
Salzbergen, 19
Sterkrade, 4, 23

Naval Bases, Docks, Harbours, etc.

Borkum, 15
Boulogne, 14, 17, 18, 30, 31
Dieppe, 23
Duisburg, 22
Emden, 30, 31
Hamburg, 5, 8, 10, 30
Helder, 15
Kiel, 3, 5, 7, 19, 20, 27
Wilhelmshaven, 10, 27

Canals

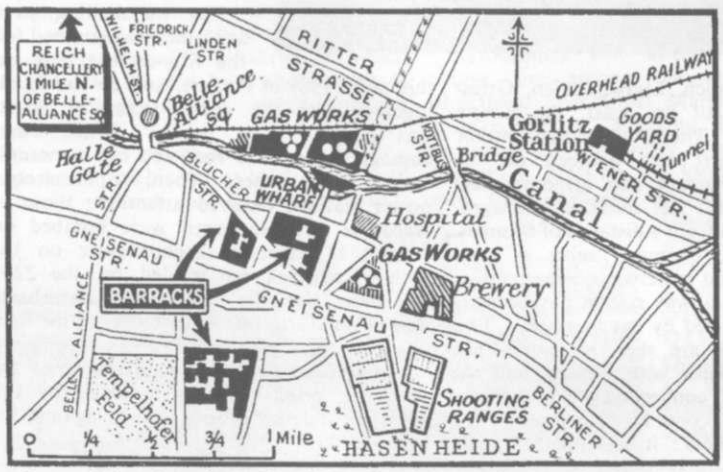
Dortmund-Ems, 19
Weser-Elbe, 19

Total No. of Raids, Aug. 1-31 ... 283

R.A.F. Shatters the Myth of Berlin's Immunity

Berlin and its environs were raided four times by the Royal Air Force during a week beginning on August 25 and selected military objectives were heavily damaged. In no sense a reprisal for the enemy raids on London, the R.A.F. operations were an extension of the strategy that for months past had dealt hammer blows at key points in enemy territory.

ON August 8 the Nazis began their massed aerial attacks on Britain, and eight days later there were two raids on London itself. Whatever may have been the motives that caused Hitler so long to delay the attack on our capital city we may be sure that expediency governed his action. For long months our Air Force had been striking at hundreds of aerodromes, factories, transport lines and other key points night after night—with great success and surprisingly few losses. The Nazis might well have suspected that any intensification of their own raids would provoke even greater activity on the part of the R.A.F., and they might also have feared raids on their own capital, which they had often boasted was impregnable to air attack. Yet, driven by the imperative need to strike at Britain's vitals and to bolster up the morale of his own people, Hitler was compelled to send his airmen against London.



Some of the places in Berlin which suffered damage by our raids during the period August 25-31 are here indicated.
Courtesy of the "Daily Telegraph"

On the night of August 25 bombers of the Royal Air Force attacked armament factories in the Berlin area, thus opening a new phase in the air war. It must be enphasized that though this was the first time that bombs were dropped in the region of Berlin, the German capital had in fact been at the mercy of our bombers for months past, since many of our pilots had made the journey in every sort of weather since last autumn. During March, for instance, Berlin was visited five times in six nights by the R.A.F. The Air Ministry pointed out that the raid of Sunday night was not a reprisal for the Nazi attacks on London. It was, of course, merely a quite legitimate extension of our bombing attacks on military objectives, an analysis of which for the month of August is printed in page 263.

Berlin's raid warning lasted just over an hour and a quarter; ten heavy explosions were heard within a few minutes of the sirens sounding. Later there were other detonations and much gunfire. The German A.A. guns were in action for nearly three hours. Leaflets as well as bombs were dropped by our machines. An American correspondent said that next day three streets in the German capital had been roped off; according to a Stockholm report certain streets were strewn with shell splinters and leaflets.

On the night of Wednesday, August 28, "important targets in the Berlin area were heavily bombed," said an Air Ministry announcement. Both high explosive and incendiary bombs were employed, and the objectives included works vital to war production. Aircraft drawn from two squadrons made a special attack on one objective only four miles from the centre of the city. A neutral report stated that at a point in the Kottbusserstrasse a time bomb embedded in the roadway was a menace to Berlin's underground railway.

Next day the German broadcasting stations warned people to go to shelters directly they heard A.A. gunfire. Newspapers described the British bombing as "wilful murder" and as "Churchill's deliberate manoeuvre to terrorize the German population." It was stated that ten persons were killed and 28 injured.

Fifteen tons of bombs were dropped in the Berlin area on Friday night (August 30-31) by the Royal Air Force. Objectives included a factory making war material, a petroleum store, and aerodromes. The raid lasted between two and three hours, and intense opposition was encountered from the ground defences.

On Saturday night, Aug. 31–Sept. 1, for the fourth time during the week, Berlin was raided. This time our bombers singled out lighting installations, an aero-engine factory, and an aerodrome in the German city and its environs. Visibility was poor, and to the west of Berlin the entire region for a distance of 70 miles was covered with a bank of low cloud. Now and then a break in the clouds enabled our pilots to catch a glimpse of one of the many lakes in the district and thus to get their bearings.

Thus was the myth of Berlin's invulnerability destroyed. Its people had been told that the city was so well protected by A.A. batteries that no raider would be able to get through. This was a foolish exaggeration, and bound to bring about its own disproof. By contrast, Britons were told long ago by the Government that it was practically impossible to prevent some raiders penetrating their defences by night (and, with less probability, by day) given a sufficiently determined attack. Instead of being buoyed up by false and delusive hopes of immunity they rely on a quiet courage to face the perils and a determination to play a citizen's part in the Battle of Britain.

Mr. Churchill to the Bomber Command:

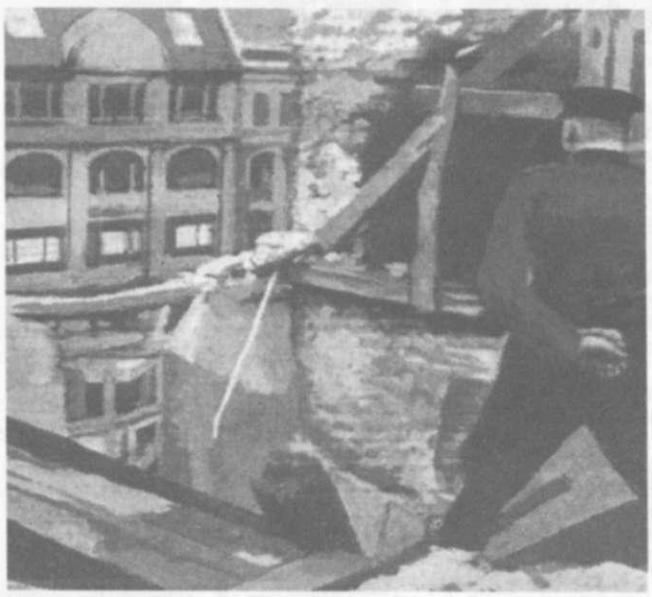
The War Cabinet have asked me to congratulate the Bomber Squadrons who have been engaged in the recent long-distance attacks on military objectives in Germany and Italy.

The fact that on the occasion of the first operations in the Berlin area, last Sunday week, the great majority of the pilots brought their bombs home rather than loose them under weather conditions which made it difficult to hit the precise military objectives prescribed in their orders, shows the high standard of poise and self-restraint preserved by the Royal Air Force in the performance of their dangerous duties.

This is in marked contrast with the wanton cruelty exhibited by the German fliers, who, for example, have vented their spite upon the defenceless watering place and town of Ramsgate, in which nearly a thousand dwellings and shops, mostly of a modest character, have been wrecked.

It is very satisfactory that so many tons of British bombs have been discharged with such precision in difficult conditions and at such great distances, and that so many important military objectives in Germany and Italy have been so sharply smitten.

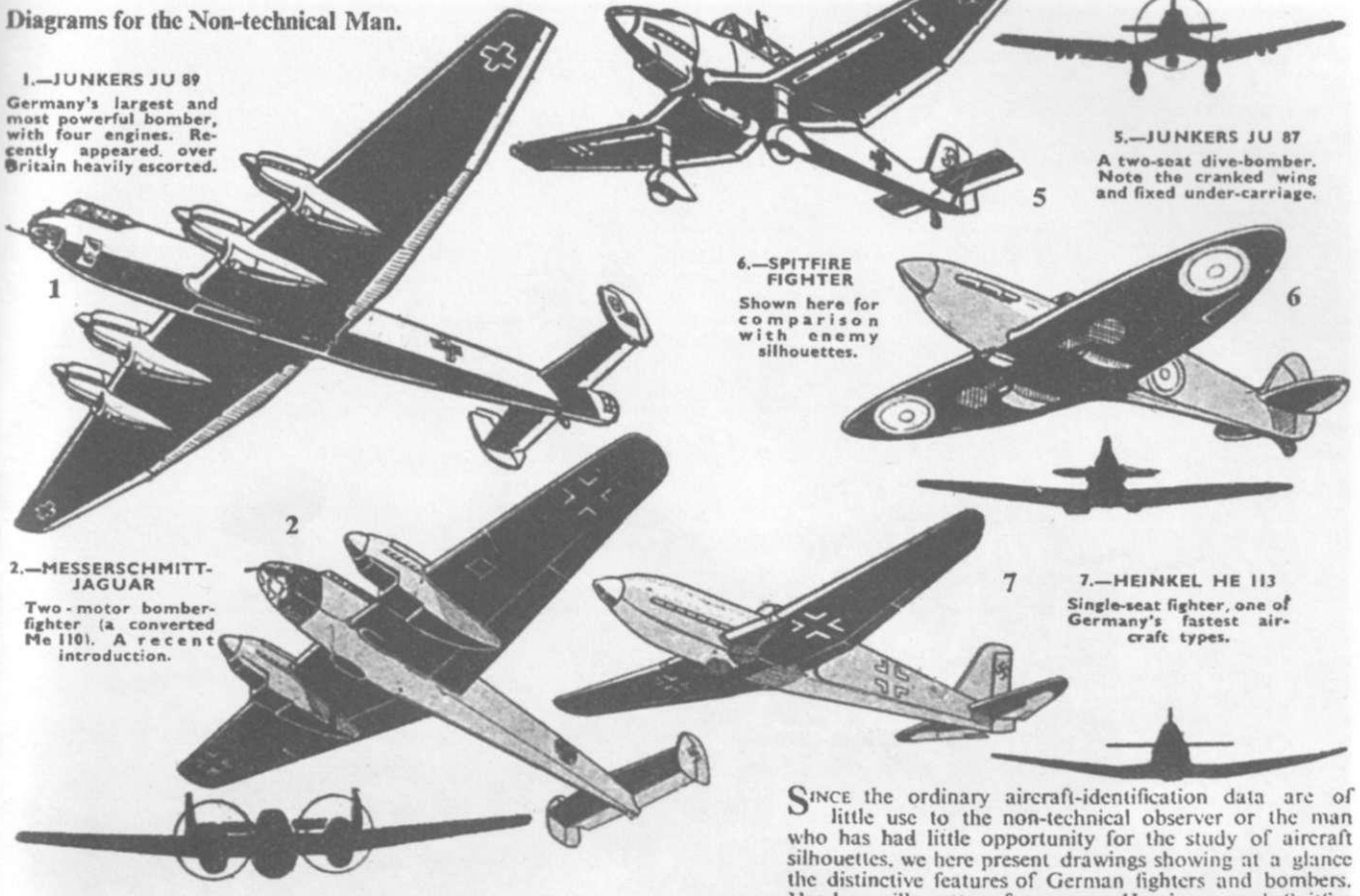
All this is another sign and proof that the command of the air is being gradually and painfully, but none the less remorselessly, wrested from the Nazi criminals who hoped by this means to terrorize and dominate European civilization.



On the night of August 28, during a three-hour raid on Berlin, our bombers penetrated the enemy barrage and attacked selected targets. This radio photograph shows damage done by two bombs which fell in Kottbusserstrasse, about half a mile from the Görlitzer railway station (see plan above). *Photo, Associated Press*

How the Raiders May Be Spotted

Diagrams for the Non-technical Man.



1.—JUNKERS JU 89
Germany's largest and most powerful bomber, with four engines. Recently appeared over Britain heavily escorted.

5.—JUNKERS JU 87
A two-seat dive-bomber. Note the cranked wing and fixed under-carriage.

6.—SPITFIRE FIGHTER
Shown here for comparison with enemy silhouettes.

2.—MESSERSCHMITT-JAGUAR
Two-motor bomber-fighter (a converted Me 110). A recent introduction.

7.—HEINKEL HE 113
Single-seat fighter, one of Germany's fastest aircraft types.

SINCE the ordinary aircraft-identification data are of little use to the non-technical observer or the man who has had little opportunity for the study of aircraft silhouettes, we here present drawings showing at a glance the distinctive features of German fighters and bombers. Head-on silhouettes of our own Hurricane and Spitfire fighters are included for comparison with enemy types.

It will be found useful when occasion offers to note the varying details of tail and wing. Studied in diagram form they will assist in spotting machines in flight. Note the characteristic tail of the Junkers and Jaguar bombers (1) and (2); and the Dornier 215 (8); which makes the silhouette quite different from other types. The Junkers 87 dive-bomber (5) has a peculiar "cranked" wing and fixed undercarriage and tail-wheel. The sharply bent-up wings of the Heinkel 113 (7) give this aircraft's silhouette an unmistakable form.

Reference may also be made to earlier pages of diagrams of standard German machines given, with the authority of our aeronautical contemporary "Flight," in Vol. I, pages 294-295, and Vol. II, page 730. Identification drawings of British machines appeared in Vol. II, pages 148, 250, 374 and 476.

Drawings by permission of "Flight."

3.—HEINKEL HE.111-K
Long range medium bomber (two engines). A standard type much used in raids.

4.—HAWKER HURRICANE FIGHTER
Shown here for comparison with enemy silhouettes

8.
DORNIER DO 215
Long range reconnaissance bomber. Nicknamed the "Flying Pencil."

Basking in Britain's Sunshine Are the Men Who Few Hours Before

Two Nazis Fell to the 'Arctic Trapper's' Guns

"WE thought it was 'Good-night, nurse'," said the skipper of the "Arctic Trapper" with the usual gift of understatement practised by those at sea. He was describing the moment at which his gun crew had already brought down one Nazi and the other Nazis—five of them—turned and made a determined attack on him to avenge their comrades. The "Arctic Trapper" is a Grimsby trawler built for the North Sea fishing and familiar with the run out of Grimsby to Spitsbergen or Iceland.

"She looks shabby, mind you," admitted the engineer who accompanied us in the launch which put out to take aboard the "Arctic Trapper's" mail. "But she's a right ship. You should see her moving." The sirens had just gone on land when we came aboard, and Skipper William Hilldrith mentioned casually enough: "You'll see all the boys manning their action stations just as they were the other day." That "other day" was the day the "Arctic Trapper" brought down two German 'planes with her one gun, a score which brought congratulations from the First Lord of the Admiralty.

"The wife's got that telegram," said the skipper. "Otherwise you could see it." But I did see the young ex-railway porter from Grantham, who is the gunner, and his gun crew, all Grimsby fishermen, who shot down the second Nazi 'plane while machine-gun fire from a German formation was swishing about them. On the wrists of these men are home-made identity disks. These are painfully shaped by hand and are punched out with the seamen's names. They are made of parts of German 'planes which have been brought down.

Skipper William Hilldrith, of the Grimsby trawler "Arctic Trapper," all ready to put to sea again, despite the Nazi bombers, just after his ship's gallant exploit.

"That's what made us steam towards them so fast," said the crew. And the recipe for shooting down Nazi 'planes?

"You want to get the first shot in," said the young gunner. "They must be in range, of course."

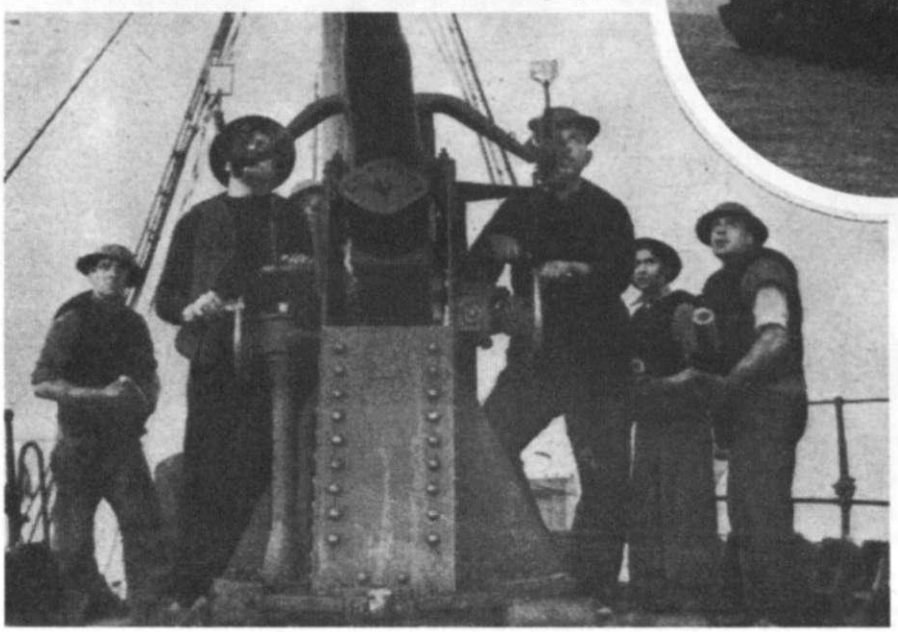
George Kirby photographed them as they waited at their gun stations, while the sirens screeched across the water from the land: heavy-eyed but eager, they waited for them, unshaven but alert at their precious gun. The raiders passed and the "Arctic Trapper" was ordered off to a new position as we left.

"She don't look up to much, but she moves lovely," ruminated the engineer. And the little boat that smacked down two of the ineffectual eagles sent to terrify the South Coast of England sailed by across our stern, solid and small in the sunset.

Story by John Pudney and photographs by F.G. Kirby, "News Chronicle" staff photographer. Exclusive to THE WAR ILLUSTRATED

Members of the trawler's crew have a little fun with a trophy they picked up off Margate. It is a rubber boat carried by a German raider. Below, the gun crew are manning the 12-pdr. with which they brought down the Nazi bomber at the end of August.

In the circle is the shabby, but gallant, little "Arctic Trapper" at sea off Ramsgate. In addition to the 12-pdr. the "Arctic Trapper" carries a Lewis gun to deal with low-flying 'planes. Below, the crew are ready for action.



Alsace Is Already German Once Again

When the Germans defeated France in 1870 they demanded, and received in due course, Alsace-Lorraine as part of the price of victory. In 1940 they have not yet formally demanded it, but there is no doubt that they will do so, and in the meantime they are acting as if the cession had been already made. Here by way of background we tell something of Alsace-Lorraine's troubled history.

IN Alsace-Lorraine there are no "Avenue Maréchal Foch" nowadays; they have all been changed into "Adolf Hitler Strasse." In the towns and villages they are taking down the French place names and putting up signboards in German. French advertising signs are rapidly disappearing, and placards advertising German newspapers have been pasted over the French posters calling for subscriptions to the National Defence loans. The hotel names are being Germanized also, and the names above the shops. But perhaps the most prominent of all evidences of the Germanizing process are the outlines of names over shop-fronts whose former owners were Jews; here the names have been torn away or scrawled over, and almost without exception the windows beneath have been smashed and the interior of the shop ransacked and wrecked. In the streets little children sometimes wave the swastika flag, and more and more it is becoming the custom to give the Hitler salute beneath the shadow of the great cathedral in Strasbourg which Goethe knew and loved.

Demobilized after their country's defeat, these French soldiers are entraining for their homes—if homes the war has still left them. Some of them, maybe, are Alsatians, and on arrival they will find that their beautiful province is being rapidly Germanized. *Photo, Wide World*

Out of its 2,000 years of history Alsace-Lorraine—more properly Alsace and Lorraine, for until 1871 they were two distinct provinces—has spent many centuries under German rule. For nearly 800 years following the break-up of Charlemagne's empire Lorraine was a more or less independent dukedom loosely attached to the Germanic Holy Roman Empire. Alsace was still more German in speech and culture—its people still speak a German dialect—and for many centuries its principal cities were virtually independent. In 1648, however, it was annexed to France following the Thirty Years' War, and in 1766 Lorraine, too, was united to the French crown. Both provinces remained French until 1871 when, following the disastrous Franco-German war, Bismarck compelled France to surrender to the newly-created German Empire the whole of Alsace and a large part of Lorraine, including the great town of Metz.

From 1871 until 1918 Alsace-Lorraine, as the ceded territories were now officially styled, was under German rule. For the first twenty years it was governed from Berlin by dictatorial decrees, but following the fall of Bismarck in 1890 the young Kaiser, Wilhelm II—the "recluse of Doorn," as we have come to know him—embarked on a more liberal policy which reconciled many of the populace to German rule, although they still maintained their love for French culture, their devotion to the ideals of old France. In 1911 the Kaiser granted Alsace-Lorraine a constitution, and the process of Germanization was greatly helped by developments in France herself, where the markedly hostile attitude adopted by the Government towards the Catholic Church deeply offended the Alsatians, who were and are devoted Catholics. At this time the Alsatian Clerical Party, strongest in numbers of all their political groups, became affiliated to the German Centre Party. Yet just before the Great War relations between the Alsatians and the Germans were worse than they had been for years, following several incidents in which German soldiers had adopted a most truculent attitude against Alsatian civilians. During the four years of the Great War the inhabitants of Alsace-Lorraine were in a most difficult, even terrible, position, and it was with unbounded joy that they welcomed the French troops as liberators in October, 1918.

Hard on the heels of the retreating Germans the French reoccupied their lost provinces; in 1919 Alsace-Lorraine was formally restored to France by the Treaty of Versailles, and the mourning robes which for nearly 50 years had muffled the statue of Strasbourg in the Place de la Concorde were removed. The re-annexation of Alsace-Lorraine advanced France to the position of one of the most important European steel producers, for Lorraine has vast iron deposits and considerable coal resources which had been organized by Germany on a basis of large-scale capitalism. But it also brought with it problems which the highly centralized and altogether secular French Republic found it difficult to solve The Alsatians had possessed under the Kaiser a considerable measure of local government, and had learned to look to Strasbourg as their centre; now they were required to turn to Paris for inspiration and direction. Still more important was the fact that in Alsace-Lorraine the Concordat with the Papacy had been maintained so that the Catholic priests were paid by the State and the children were taught the Catholic faith in State-aided schools. While just after the war the provincial assemblies which the Germans had permitted were swept away, the "Cartel des Gauches" of 1924 under Herriot and Briand proposed that religious teaching in the national schools should be suppressed. But in face of a boycott of the schools, Herriot was obliged to compromise.

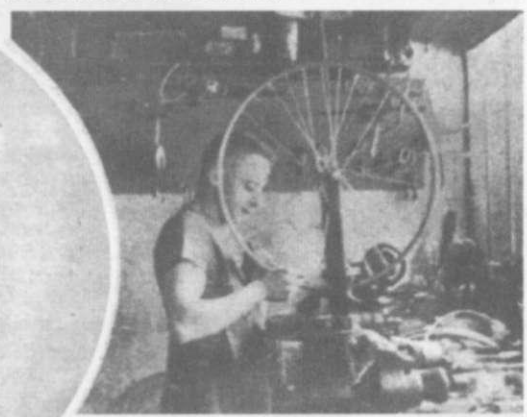
But the religious and provincial susceptibilities of the Alsace-Lorrainers had been roused, and in 1926 an autonomist organization was founded—the "Elsass-Lothringer Heimatbund" (Home League of Alsace-Lorraine)—under the leadership of Eugen Ricklin, who had been a member of the German Reichstag and of the Alsace-Lorraine Landtag. Its programme included the recognition of Alsace-Lorrainers as a national minority, political autonomy with an Alsace-Lorraine local parliament, and the placing of the German language on an equality with French. Poincaré, who was himself a Lorrainer, endeavoured to suppress the movement with a high hand, banning the autonomist newspapers and arresting the chief leaders. Ricklin and his lieutenant, Rossé, were tried at Colmar in 1928 on a charge of plotting against the State, but their condemnation and sentence to a term of imprisonment made them popular martyrs and they were soon amnestied.

Supported by Catholic and Democratic elements the autonomists won increasing influence, and of the thirty deputies returned by Alsace-Lorraine to the last Chamber in Paris, six were declared autonomists. The autonomists always denied that they sought for reunion with Germany, but of late years there has been a pronounced National Socialist movement in the provinces, actively supported from within the Reich. Even after the war began they were active, and one of their number, C. P. Roos, was shot in October, 1939, as a German spy.

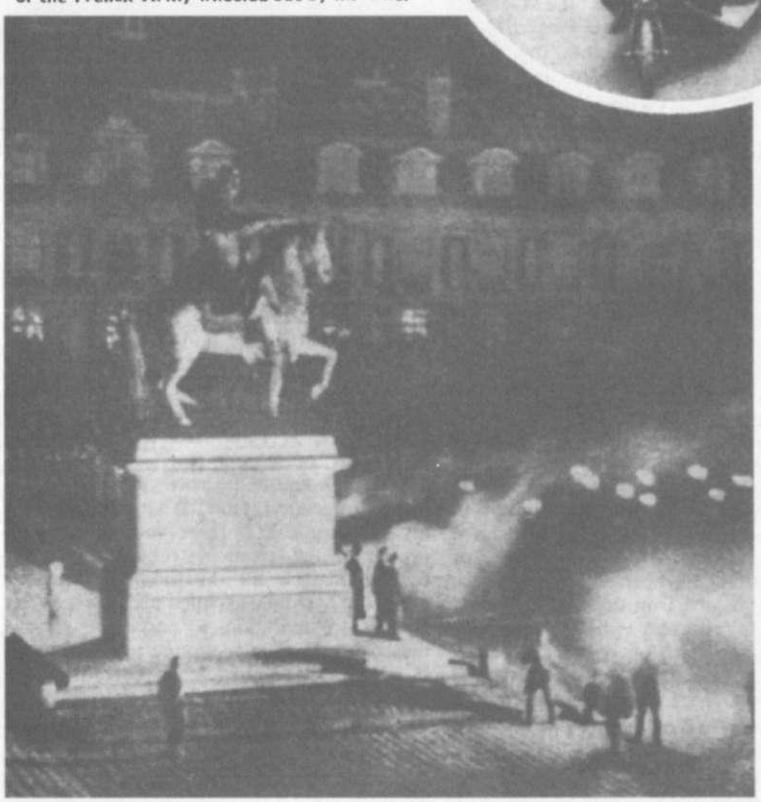
But now the Alsatian Nazis are having their way. Politically, the anschluss has already been effected with the installation of Herr Wagner as Chief of Civilian Administration; it is rumoured that Alsace will form part of a new province, Gau Ober-Rhein, with Karlsruhe as its capital. "Henceforth," declared Herr Wagner soon after his appointment, "there will be no Alsace problem; the clean-up neglected in 1871 will be made; all the foreign elements in the country will be expelled because they have striven to maintain a perpetual state of dissension." The economic anschluss is also in progress, for already the customs barrier between Alsace and the Reich has been swept away and instead a new barrier has been erected between the province and France; the Alsatians have been given ration cards for bread, flour, meat, and sugar, such as their German neighbours have possessed for years, and in the restaurants they serve ersatz coffee and tea.

Paris Is Not Allowed to Forget

These German soldiers are rummaging among the books on the famous stalls beside the Seine, perhaps in the hope of finding a German novel wherewith to while away the hours of boredom. Below is a demobilized French soldier who with heavy heart has returned to his workbench.



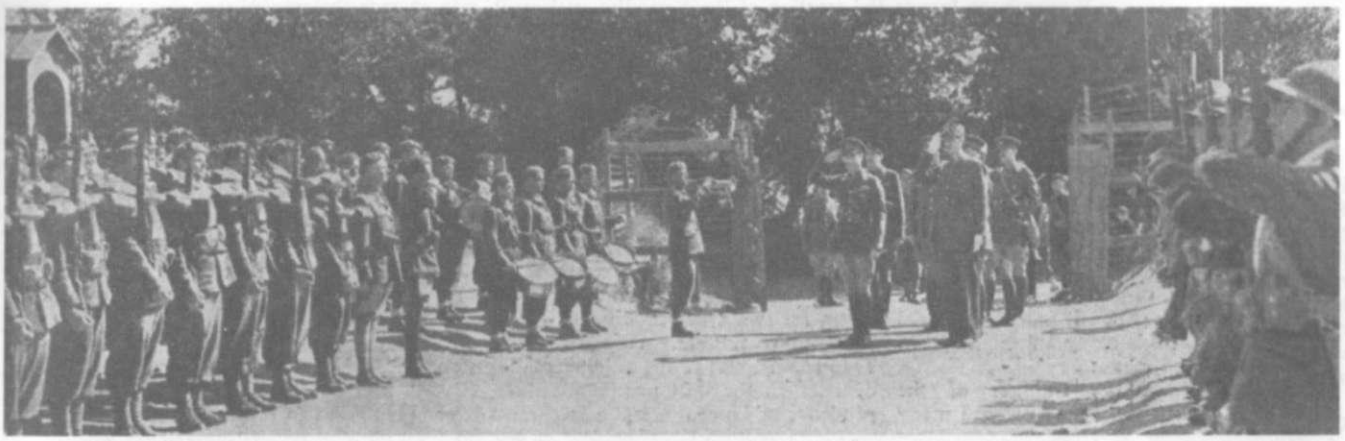
Every day the people of Paris suffer the humiliation of seeing Nazi soldiers sightseeing in their beautiful city. Right, a wounded captain of the French Army wheeled out by his wife.



The German troops seen above enjoy the triumph of sounding the tattoo by torchlight in the quadrangle at Versailles beside the statue of Louis XIV. Right, a Nazi military band is playing in the Place de l'Etoile, near the Arc de

Photos, Wide World and F.N.A.

The King Greets Frenchmen Who Are Still Free



On August 24, 1940, the King made his first inspection of General de Gaulle's Free French forces, at a camp in the South of England. Above, the King is seen with General de Gaulle on his arrival. His Majesty is acknowledging the Royal salute of the guard of honour.

Since it has been re-armed and re-equipped, General de Gaulle's Army has undergone an intensive course of training, both infantry and mechanized units constantly taking part in exercises. Left, French soldiers are in "action" with rifles and a trench mortar.

Above, a French 17-ton tank crashes through trees and undergrowth during exercises. Below is one of the lightest French tanks ("chenillettes") emerging from cover, in preparation for what is now for the Free French "the day."

The crews of French warships that came to Britain have been in action against enemy aircraft and have accounted for at least one raider. Above, the gunners of one of the famous French 75-mm. A.A. guns "at the alert" during a raid.

Photos, P.N.A., Planet News and L.N.A.

Transylvania : Latest Victim of Power Politics

Rumania, so largely the creation of the Versailles settlement, was at once threatened when the "Diktat" came to be repudiated. She restored Bessarabia to Russia and the Southern Dobrudja to Bulgaria, but jibbed at Hungary's Transylvanian demands. Here we tell of the contested province and of the Vienna Award of August 30, 1940.

THOSE who remember their Latin will know that Transylvania means "beyond the woods" (i.e. in this case, from Hungary), and both in Hungarian and Rumanian its names signify "forest land." It is a country well deserving of its beautiful name—a country of hill and mountain, of rich pastures on which graze cattle and horses and sheep, of great fields of corn, of orchards and vineyards. It has its industrial side, too, for there is many an ancient town with factories and mines.

Sheltered within the embrace of the Carpathian mountains, it has escaped many of the great wars which have devastated Europe to east and west, but its very isolation, combined with its natural riches, has made it a land to which the feet of the wandering peoples have gladly turned. Thus it is that today it is the despair of those tidy souls who would have every country inhabited by one people and one people alone, for in Transylvania there are many peoples of many different races, speaking many different tongues, worshipping according to many different rites. And, moreover, they are exceedingly intermingled.

Once a part of the Roman province of Dacia, Transylvania was overrun by wave after wave of barbarian tribes, the chief and last of whom were the Magyars, or Hungarians. In the middle ages the population consisted of the great mass of Romano-Dacians—from whom the present-day Rumanians are descended—and the three dominating "nations," the Magyars, the Szekelers (also of the Magyar race), and the Saxons. The last were German colonists who had arrived in the country in the 12th century and established themselves in the Siebenbürgen (the "seven strong towns"), of which Sibiu (Hermannstadt) and Brasov (Kronstadt) were the most important. For many centuries the Magyars constituted the ruling race; the Rumanians—Wallachians or Vlachs they were styled—although they numbered more than half of the total population, were looked down upon and were subjected to religious persecution inasmuch as their religion was that of the Orthodox Church, while the Hungarians were Catholics.

From 1003, when Transylvania was conquered by King Stephen of Hungary, until 1526, Transylvania was part of the Hungarian kingdom, and it was so again from 1691 to 1848 and from 1868 until October 1918, when, following the collapse of the Austro-Hungarian Empire, the Rumanians of Transylvania and of the adjoining Hungarian districts on the west proclaimed their independence of Hungary, and a few weeks later voted for union with the kingdom of Rumania.

Now it was the Rumanians who were the dominant race, and the Hungarians deeply resented their new-found subjection. Under the "Red" dictatorship of Bela Kun the Hungarians invaded Transylvania in 1919, but were driven out by the Rumanians, who in turn occupied (and looted) Budapest. Hungarian protests were disregarded by the victorious Allies, and by the Treaty of Trianon of 1920 the whole of Transylvania was granted to Rumania, together with large stretches of territory on the west.

Carol in Hitler's Trap

Hungary was never reconciled to the situation created by the Treaty of Trianon, and never ceased to demand the return of at least the western fringe of Rumania and a large part of Transylvania. When Carol bowed to Stalin's demands and restored Bessarabia to Russia, when a few weeks later Bulgaria demanded the return of her lost territory in Southern Dobrudja and after a short negotiation was promised it—Hungary became increasingly clamorous in her demands for the restoration of the territory lost in 1920. King Carol threw over the British guarantee in the hope of ingratiating himself with the Axis Powers, but he soon found himself in a pretty dilemma, for Hitler, desirous of strengthening Germany's protégée, Hungary, worked out a plan whereby Rumania would cede to Hungary both territory and population.

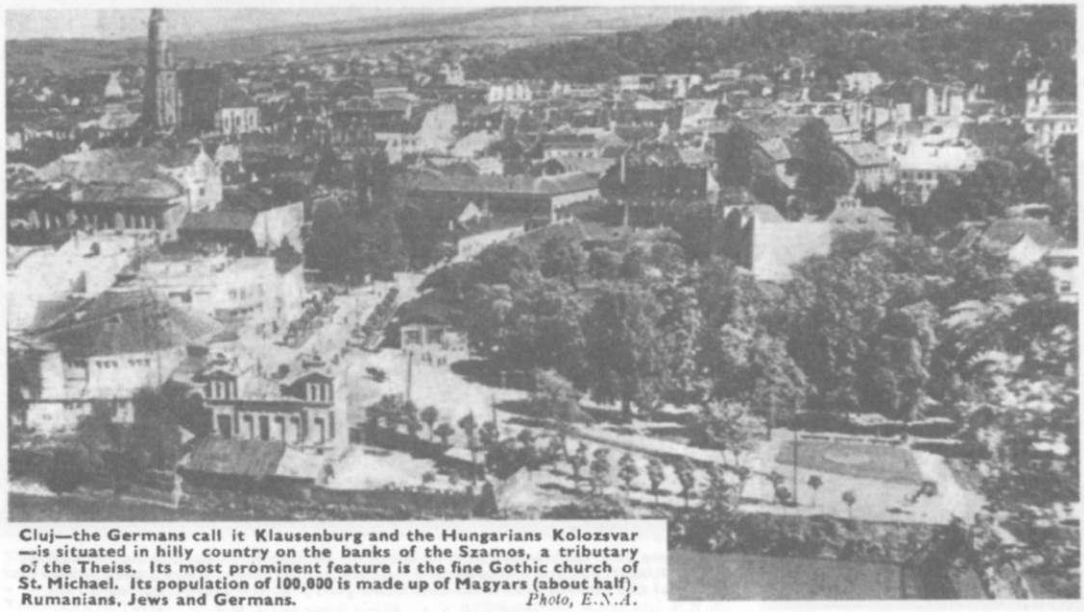
According to report, this provided that the frontier districts of Crisana and Maramures, in which the Magyars are in the majority, were to be restored to Hungary, together with sufficient adjoining territory to provide a home for the half-million Szekelers, who were to be removed from the region in the Carpathians where they and their ancestors had lived for 800 or 900 years, while the farms and towns they vacated were to be taken over by Rumanians "brought home" from Hungary. But the plan failed to satisfy Hungary, who was now demanding the whole of Transylvania up to the line of the River Maros.

Then another solution was suggested—that Transylvania should be constituted an independent State, divided into cantons on the lines of Switzerland.

But finally Hitler decreed otherwise. At a meeting in Vienna on August 30, attended by Von Ribbentrop, Count Ciano, Count Csaky, and M. Manoilescu, Foreign Ministers of Germany, Italy, Hungary and Rumania respectively, it was decided that about two-thirds of Transylvania should be restored to Hungary. The line of division was drawn in the most arbitrary fashion from the Hungaro-Rumanian frontier south of Oradea across the middle of the country to the Carpathians north-east of Brasov. Hungary received some 20,000 square miles of Transylvanian territory, including Cluj the capital, territory inhabited by about 2,500,000 people, of whom more than a million are Rumanians, not to mention some hundreds of thousands of people of German descent. The award, indeed, was altogether contrary to the principle of racial distribution, for many hundreds of thousands of Hungarians were left in the Rumanian portion.

Bitterly must King Carol and his advisers have regretted their denunciation of the British guarantee. They chose to put their trust in Hitler, and now in the space of a few weeks were called upon to pay the price. The Government communiqué issued on the day of the Vienna award stated that "the arbitration of the Axis Powers concerning the Hungarian-Rumanian dispute has been accepted as a result of the ultimative demands formulated by Germany and Italy." Report had it that if the award were not accepted forthwith, then Germany would not only aid her Hungarian vassal in seizing the territory awarded, but might herself go farther and occupy the whole of Rumania.

In Transylvania the news of the partition was received with anguish, and in particular Dr. Maniu, Leader of the National Peasant Party, protested. In Cluj and other Transyl-

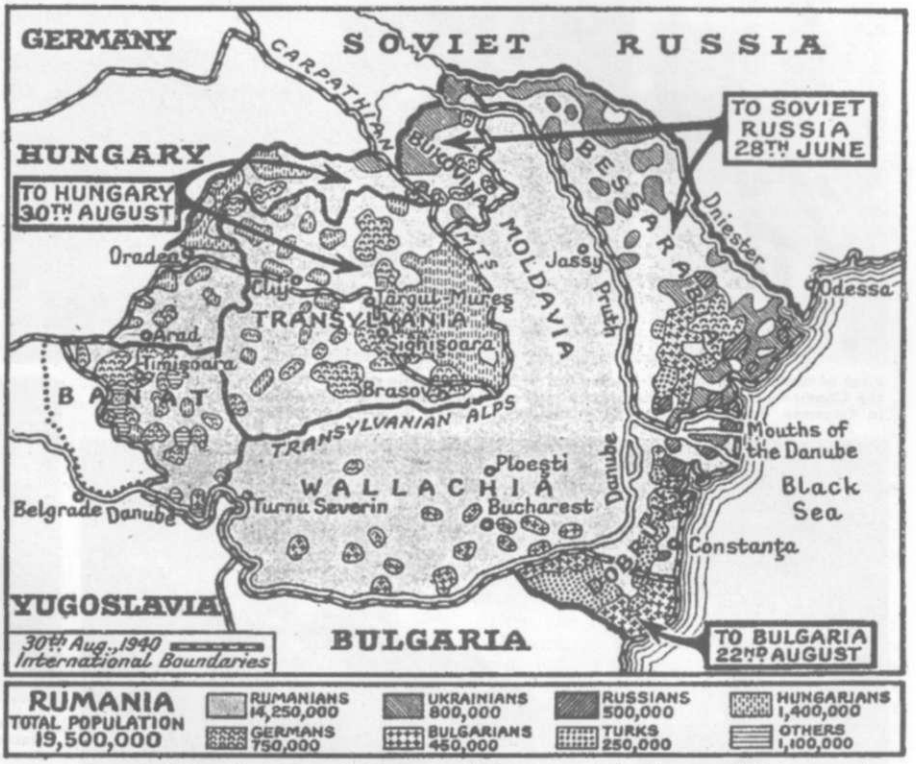


Cluj—the Germans call it Klausenburg and the Hungarians Kolozsvar—is situated in hilly country on the banks of the Szamos, a tributary of the Theiss. Its most prominent feature is the fine Gothic church of St. Michael. Its population of 100,000 is made up of Magyars (about half), Rumanians, Jews and Germans. *Photo, E.N.A.*

Now Hungary Takes a Slice of Rumania

vanian towns crowds paraded the streets singing patriotic songs and shouting that they preferred war to surrender, while others knelt in prayer in the public squares. But these demonstrations were soon banned by the Rumanian Government, fearful that it might jeopardize what the Vienna arbitrators had left. By September 13, it was announced, the whole of the awarded territory should pass into the hands of Hungary.

But there were few even in Hungary who believed that the Transylvanian problem had been settled, and none in Transylvania itself. For Transylvania is a word charged with emotional importance for Rumanians and Hungarians alike. The Magyars can never forget that the country was ruled by St. Stephen nine centuries ago, while the Rumanians for their part recall that all through the centuries of Transylvania's history the backbone of its people have been the men of Rumanian race, that it was the birthplace of the Rumanian language and the seed-plot of the national revival which, a century ago, gave rise to the Rumania of today.



Adapted from the "New York Times," this map well shows the tangle of races which have produced Rumania's minority problems. Figures are approximate, from Russian and Rumanian sources.

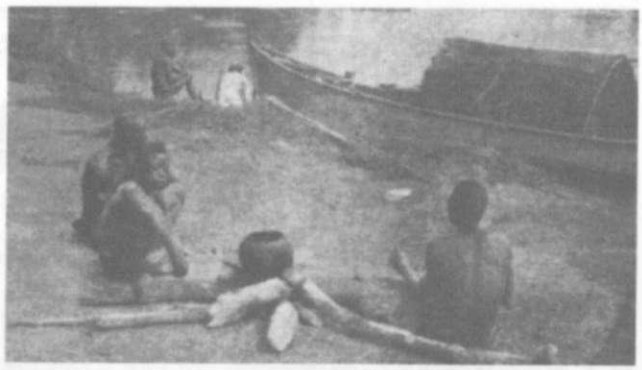
Following the Great War Rumania was more than doubled in territorty, but in 1940 she has been compelled to restore much of the territory she gained in 1917-1920. First, Bessarabia and Northern Bukovina to Russia; then the Southern Dobrudja to Bulgaria; and, finally, about two-thirds of Transylvania to Hungary.

This mountain scene is typical of the countryside of Southern Transylvania, a land of uplands stretching towards the Carpathians and its southern extension, the Transylvanian Alps. Most of the latter, including Les Monts Fagarash, where this photograph was taken, were left to Rumania by the Vienna award of 1940.

Scattered in little pockets throughout the wide expanse of Transylvania are groups of the Magyar race—people who cherish the memory of the days when they were the dominant nation and who, since the Treaty of Trianon of 1920 gave them to Rumania, have never ceased to hope for the coming of the day that would restore them to Hungary.

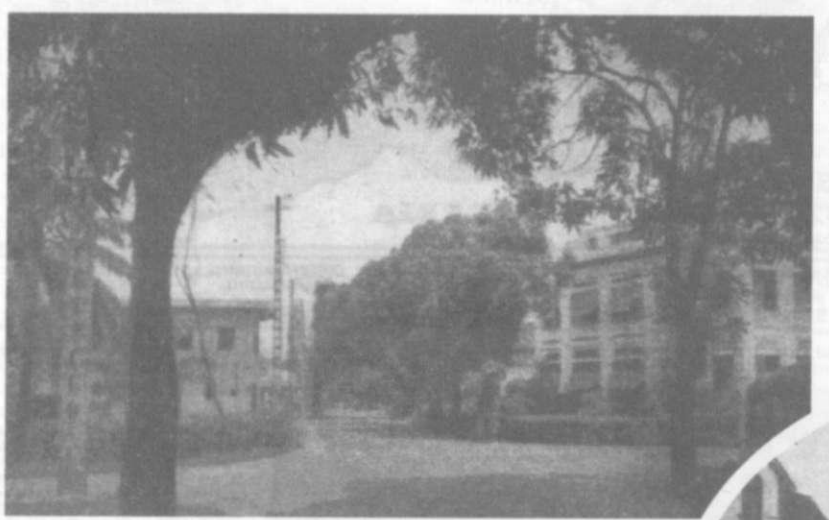
Photos, Dorien Leigh and Mondiale

Black France Declares for Liberty

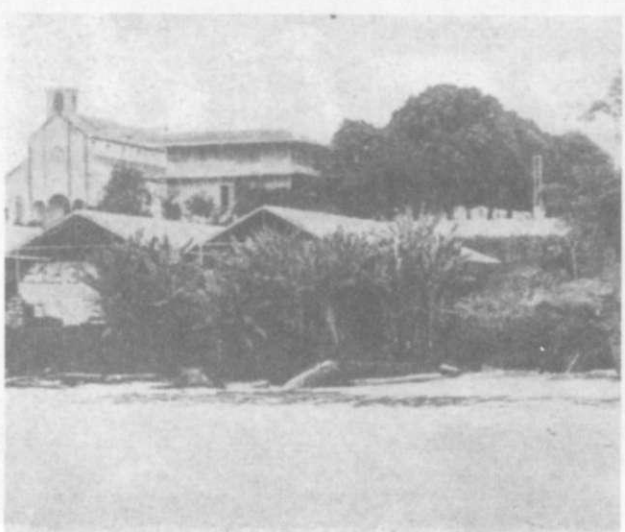


First of the French colonial Governors to join De Gaulle was M. Eboué (left), Governor of the Chad ; he is a negro—the first to hold so high a rank in France's Empire—and was born in Cayenne, French Guiana, 56 years ago. Above is a typical riverside scene in Chad.

Once a German colony, French Cameroons was mandated to France by the League of Nations in 1920 ; left is a view in Duala, the chief port. Above is a chieftain from one of its northern districts.



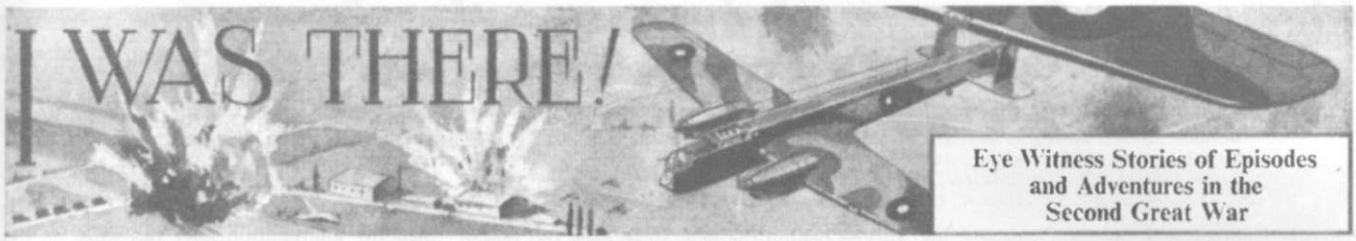
METROPOLITAN France is enslaved, but to an ever-increasing extent the French Empire overseas is refusing to obey the defeatists of Vichy and, instead, is pledging its support to General de Gaulle. In a broadcast to the French people on August 27 the leader of all Free Frenchmen announced that on August 26 the Governor of the Territory of the Chad in French Equatorial Africa had declared that the Territory refused to accept capitulation and would continue to fight on the side of Great Britain. Response to the Chad's example was soon forthcoming, for on August 29 it was announced that the Free French flag was flying over the whole of French Equatorial Africa and French Cameroons, thus completing a solid block of anti-Axis territory right across Africa ; and later the Society Islands (including Tahiti) and the Marquesas joined General de Gaulle, while Martinique and Guadeloupe were reported to be on the brink of doing so.



Courtesy of "News Chronicle"

Capital of French Equatorial Africa is Brazzaville (circle). Left is Libreville, capital of Gabun, one of the four divisions of the Colony. The strategical importance of France's colonies in West Africa will be obvious from the map.

Photos. E.N.A., Wide World, and Dorizn Leigh



We Were the First to Bomb Berlin

The week of August 25–31, 1940, saw the first bombing attacks by the R.A.F. on military objectives in the Berlin area. In spite of formidable concentrations of searchlights and anti-aircraft guns, the attacks were pressed home successfully, and here we give some eye-witness stories by airmen who took part in these night raids.

ALTHOUGH August 25 was the first occasion since the outbreak of war on which the R.A.F. made bombing attacks in the Berlin area, many of our bomber pilots are familiar with this journey, having made it in every kind of weather during past months.

One pilot, describing the first raid on Berlin, which was his twenty-fifth of the war, said :

When at the " briefing " before we started the intelligence officer mentioned Berlin, everybody was pleased. After the " briefing " we went to the crew room and worked out our course and how we intended to go in. Then we had a bit of dinner. The weather was bad right from the start ; as soon as we gained any height at all we ran into heavy cloud, and during the journey we caught sight of only three small gaps in the cloud.

For at least two-thirds of the way there was very heavy anti-aircraft fire, much more than usual. One might almost have thought that the Germans were expecting us. Twice I had to take violent evasive action to escape the shells.

When we arrived over Berlin there was a formidable concentration of guns and searchlights. We cruised around for half an hour before we located the target, and all the time the guns were popping off at us quite accurately. Then suddenly we saw a small gap beginning to open in the clouds three or four miles away, and we made for it.

First of all we thought we could see a main-road junction. Then the hole in the clouds widened still more and we saw that we were right. Next we caught sight of the reflection of the moon on a lake, and these two points gave us our position. Working down the lake we got on to our target. More " Flak " (A.A. fire) and searchlights than ever started, and we could not keep a steady enough course to bomb the first time. So we did a preliminary canter. Then we went away, and two or three minutes later we came back. We didn't dare to go very far away because, having had that bit of luck in finding the place, we were afraid of losing it once more in the clouds. We went just far enough to shake off the guns and searchlights, and then came back over the target.

By this time the friendly gap had opened up just a bit more. Having dropped our bombs we turned away, dodging violently because the guns were getting warm again. We could see a large red fire burning, and then the clouds finally closed over the scene.

In another raid on Berlin, aircraft drawn from two squadrons made a special attack on one objective only four miles from the centre of the city. Every pilot in the two squadrons wanted to be in on the raid. " You could not have bought a seat in any of the aircraft for any amount of money," said a senior Intelligence Officer.

A young pilot officer broadcast a description of this raid. He said :

We reached the Dutch coast, then we flew on across Germany towards the Dümmer See. That was where we met the first serious opposition, and I decided to climb higher because of the " Flak " (A.A. fire). From this point onwards we were under continuous fire all the way to Berlin—a good 200 miles. There was hardly a break between any of the guns and searchlight concentrations. Several times the aircraft was shaken, and I could see bursts of fire immediately underneath us, and also about 50 yards off the port wing, dead on our height.

As we approached Berlin there seemed to be a semi-circle of heavy guns to the west of the city firing outwards. Once we had passed those there was very little opposition. . . . As we approached we had seen for some time a large fire burning on the south-east outskirts of Berlin, so we went to have a look at it. We knew that somebody else from the squadron—loaded with incendiary bombs—had gone in earlier to try to set our target on fire to help the rest who were following to find it.

We flew right across the centre of Berlin. If we had been bombing indiscriminately we could have put our bombs down there, but our instructions were to bomb the target and the target only. We were warned about that in no uncertain way. As we got nearer to this fire I could make out the girders of a huge gutted building, which was blazing fiercely.

We circled round above it, then when we had satisfied ourselves that this was the target I decided to go in and attack. We flew away a bit to the east, turned round and made a dive attack. Running up on to the target we met with no anti-aircraft fire at all, so that we were able to carry out a careful attack. It was just like a bit of practice bombing—" left, left ; right, right ; left "—and so on.

They opened up on us when we dropped our bombs, so we got out as quickly as we could, but as soon as we got a little distance away we turned to have a look to see if we could observe any results. There were four fires burning beside the big red one which we had seen earlier. They were intensely white and they formed a long line across the target. Going back it was much the same as it was on the inward journey, except that if anything the " Flak " and searchlights were even more intense, and they certainly continued for a greater distance—right back as far as the Zuider Zee.

Some of the personnel who took part in a big raid on Berlin are seen talking to the Intelligence Officer at their station. These men helped to shatter the legend created by the Nazis that their capital was so well protected by A.A. batteries that no enemy raider could get within bomb-dropping distance. So one more Nazi boast was disproved! *Photo, Fox*

I WAS THERE!

I Saw the Nazi Pilot's Frenzied Face

Alarming, indeed, was the experience of some dwellers in a South London suburb during a daylight air raid, when it appeared as if a Heinkel must crash straight into their house. So close did the 'plane come that, as described below, they looked right into the terrified face of the Nazi pilot.

THE Heinkel was heading straight for the house where I had taken cover. The householder, his wife, three children, and I stood helpless, fatally fascinated, as the Nazi bomber loomed larger and larger, until its shape filled the view from the French windows behind which we stood.

It was at this moment we caught sight of the pilot's face.

The glimpse was a momentary one, but none of us in that room will forget the horror of the Nazi's expression.

Helmeted and goggled as he was, there could be no mistaking the frenzied fear which lurked behind the wide open eyes and tensed cheek-bones.

It was the face of a man harassed and hunted to the extremity of human endurance, the face of a man beyond hope of escape, and resigned to the impending crash and total destruction.

Then, as if by a miracle, the 'plane lifted at the last moment, and we glimpsed its pursuer, a British Spitfire, pumping bullets at an incredible rate from all of its eight guns.

The Heinkel crashed a mile away—one almost regrets that its pilot will not be able to report his experience to his messmates in Germany.—(*Reynolds News.*)

I Enjoyed My First Parachute Descent

An R.A.F. officer, who broadcast his story on August 28, told how he brought down two Messerschmitts during a fight off the South Coast before having to bale out. This was his first parachute descent, and he seems to have found it on the whole an enjoyable experience.

IT was a lovely evening and the wind was warm about us as we passed through the slip-stream of our aircraft to our cockpits. We were to patrol the coast at 10,000 feet.

We were flying east when three enemy aircraft were seen flying west in the clouds overhead. I told our leader that I would climb with my flight above the clouds and investigate. As I did this, twelve Messerschmitt 109 fighters emerged from the clouds. Still climbing, I made for the sun and turned and gave the order for my flight to break up and attack. In a moment our battle began—our six Hurricanes against the enemy's twelve.

The eighteen aircraft chased round and round, in and out of the cloud. I chose my first opponent. He seemed to be dreaming, and I quickly got on to his tail and gave him a short burst which damaged him. I flew in closer and gave him a second dose. It was enough. He dived out of control; and I followed him down to 6,000 feet. There I circled for a minute or two and watched him dive vertically into the calm sea.

I opened my hood for a breath of fresh air and looked about the sky. There was no sign of either the enemy or my own flight. I was alone, so I climbed back into the cloud, which was thin and misty.

Then three Messerschmitts, flying in line astern, crossed in front of me—so close that I could see the black crosses on their wings and fuselage. I opened fire on number three in the formation, and we went round and round in decreasing circles. I was lucky again. I had the pleasure of seeing my bullets hit him. Pieces of his wings flew off. Black smoke came from just behind his cockpit. He dived and I fired one more burst at him, directly from astern.

We were doing a phenomenal speed, and then my ammunition gave out—just as the other two Messerschmitts attacked me. I twisted and turned, but they were too accurate. I could hear the deafening thud of their bullets. Pieces of my aircraft seemed to be flying off in all directions; my engine was damaged and I could not climb back to the cloud where I might have lost my pursuers. Then came a cold, stinging pain in my left foot. One of the Jerry bullets had found its mark, but it really did not hurt.

I was about to dive to the sea and make my escape, low down, when the control column became useless in my hand. Black smoke poured into the cockpit and I could not see. I knew that the time had come for me to depart.

I was at about 10,000 feet, but some miles out to sea. I lifted my seat, undid my strap and opened the hood. The wind became my ally. A hand—actually, the slip-stream catching under my helmet—seemed to lift me out of the cockpit. It was a pleasant sensation. I was in mid-air, floating down peacefully in the cool breeze. I had to remind myself to pull my ripcord and open my parachute.

When the first jerk was over I swung like a pendulum. This was not so pleasant, but I soon settled down, and I was able to enjoy a full view of the world below—the beach, some miles away, with soldiers—and the long line of villas in a coastal town. There was no sensation of speed. But the ripples on the water became bigger—the soldiers on the beach became nearer.

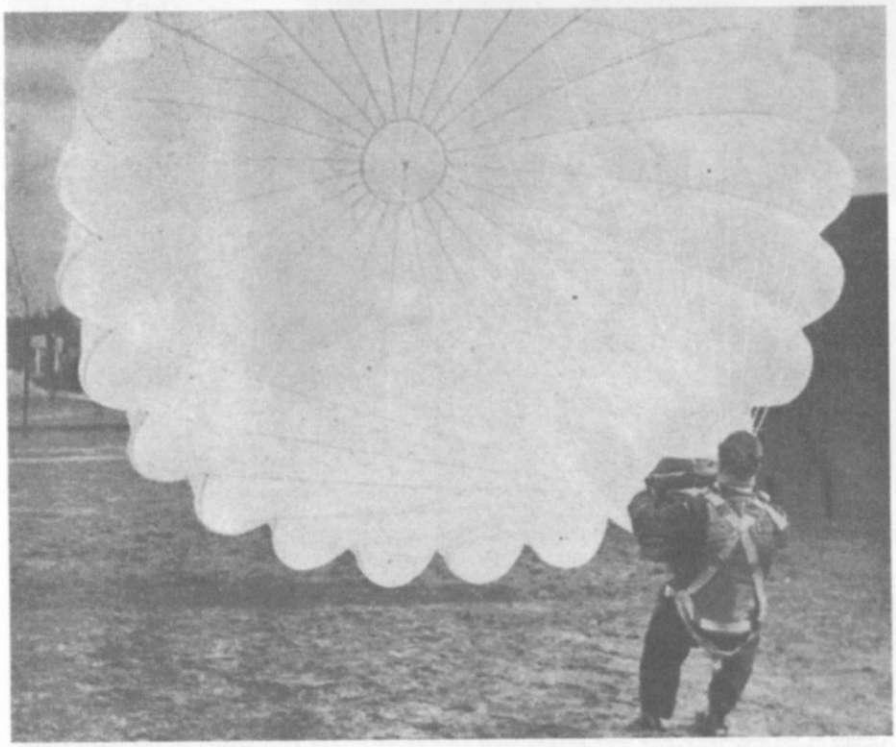
I had one minute of anxiety. As I floated down, one of the Messerschmitts appeared. The pilot circled round me and I was just a little alarmed. Would he shoot? Well, he didn't. He behaved quite well. He opened his hood, waved to me and then dived towards the sea and made off towards France.

The wind was still friendly. It was carrying me in towards the beach. I took out my cigarettes and lit one with my lighter without any difficulty. Ages seemed to pass. As I came nearer and nearer to the coast, I could hear the all-clear sirens, and, passing over the houses on the sea-front, I could see the people coming out of their shelters and looking up at me. I had descended to about 1,000 feet. I began to sway a little, and I could hear my parachute flapping, like the sound of a sail in a small boat. The soldiers' faces were quite clear, but I must have looked English, even at one thousand feet—which was comforting.

For the first time since the enemy pilot circled around me, I became anxious. Was I to end my escapade by being banged against a seaside villa? It did not seem possible that I could reach the fields beyond. The journey ended in a cucumber frame, after I had pushed myself free of a house with my foot.

And now I come to a pleasant recollection—in spite of my foot and my painful landing. The people in that seaside town were wonderful. A woman appeared with a cup of tea in one second. Then a policeman with a whisky-and-soda. I drank the whisky-and-soda first, then the tea. A blanket appeared, then the ambulance. I remember one amusing incident as I was lifted into the ambulance.

A little boy of seven came over to me with cigarettes, and he said: "Good luck, sir. When I grow up I'm going to be an airman, too."



In the last war, to be shot down meant almost certain death for the airman. Nowadays, however, he has an excellent chance of survival, thanks to his parachute, which, as seen here, is carefully tested in the wind to safeguard against the possibility of tears or flaws. *Photo, Topical*

Destroyers for Bases—and Everyone Is Pleased!

Widely hailed as one of the most important events in the history of the British Commonwealth and of the United States of America, the Anglo-American Naval Agreement was concluded in Washington on September 3, 1940. An anticipation of its terms has been given in page 242 ; now we give it in detail, together with the text of the official Notes.

"AN epochal and far-reaching act in preparation for continental defence in the face of grave danger." These were the words used by President Roosevelt in his special message to Congress on September 3 to describe the Anglo-American Naval Agreement which had just been signed in Washington, whereby Britain leased to the U.S.A. a number of naval and air bases in the Atlantic, and America transferred to Britain 50 destroyers.

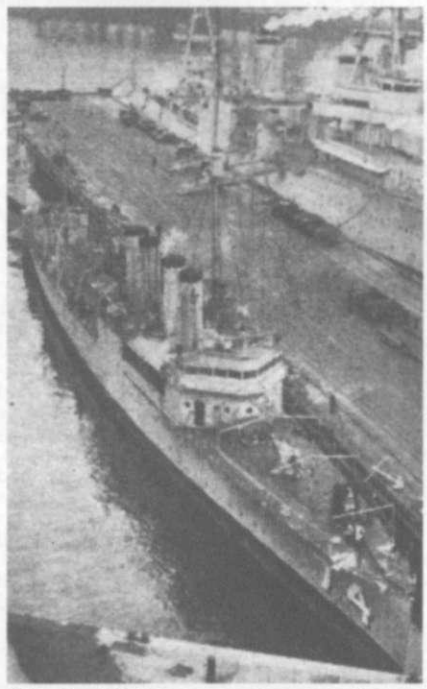
Four of the bases—on the Avalon Peninsula and the south coast of Newfoundland, and on the east coast and the Great Bay of Bermuda—were, stated Mr. Roosevelt, "gifts generously given and gladly received" ; or as the British Note from Lord Lothian to Mr. Cordell Hull, dated September 2, put it, they were granted freely and without consideration, "in view of the basis of friendship and sympathetic interest of His Majesty's Government in the United Kingdom in the national security of the United States, and their desire to strengthen the ability of the United States to cooperate effectively with other nations of the Americas in defence of the Western Hemisphere." A glance at the map will show that Canada equally with the U.S.A. may be defended from Newfoundland and Bermuda.

The remaining bases—on the eastern side of the Bahamas, the southern coast of Jamaica, the western coast of St. Lucia, the west coast of Trinidad, in the Gulf of Paria, in the island of Antigua and in British Guiana within 50 miles of Georgetown—were stated to be leased "in exchange for naval and military equipment and material which the United States will transfer to His Majesty's Government" ; and there was no secret of the fact that this equipment and material would take the shape of fifty of America's surplus destroyers—vessels which were "obsolete" in the sense that they were over sixteen years old, but which were perfectly serviceable and would constitute a most timely strengthening of Britain's naval forces in an arm of the service which has suffered comparatively heavy losses.

All of the bases referred to in the Agreement, together with the "facilities for entrance thereto and protection thereof," will be leased to the United States for a period of 99 years, free of rent and charges other than compensation to the owners of private property for any losses or damage they may sustain arising out of the bases' establishment ; it was stressed that there was no question of any surrender of British sovereignty in the territories affected.

"The Agreement," continued President Roosevelt in his message to Congress, "is not inconsistent in any sense with our status at peace ; still less is it a threat against any nation. It is an epochal and far-reaching act in preparation for continental defence in the face of grave danger. . . .

"Preparation for defence is an inalienable prerogative of a sovereign State, and under present circumstances this exercise of a sovereign right is essential for the maintenance of our peace and safety. This is the most important action in reinforcement of our national defence that has been taken since the Louisiana purchase. Then, as now, considerations of safety against attack from overseas was fundamental. The value to the Western Hemisphere of these outposts of security is beyond calculation. The need for them has long been recognized by those primarily charged with the duty of charting and organizing our own nation's naval and military defence. They are essential to the protection of the Panama Canal, Central America, and the northern portion of South America, the Antilles, Canada, Mexico, and our own eastern and Gulf of Mexico seaboards. Their consequent importance in hemispheric defence is obvious, and for these reasons I have taken advantage of the present opportunity to acquire them."



Here is a U.S.A. destroyer of the type of those being exchanged for bases in the Atlantic. The ships were to be sailed to Canadian ports and handed over to the Royal Navy.

The Louisiana purchase referred to by the President was effected in 1803, when Napoleon sold to the infant U.S.A. the whole of the vast territory of Louisiana, approximately a million square miles, for some 27,000,000 dollars. For the Virgin Islands purchased from Denmark in 1917 the U.S.A. paid 25,000,000 dollars. The destroyers which are to be received in return for the bases are valued at approximately 84,000,000 dollars—say £21,250,000.

Of the fifty destroyers, eight were stated to be immediately available and would be sailed to Canadian ports and handed over in the course of the next day or two ; the remainder were all in Atlantic ports and would shortly be handed over. All the vessels are of 1,060 to 1,190 tons, speed 35 knots, andequipped with either 5-inch or 4-inch guns and twelve 21-inch torpedo tubes, i.e. the same as in the Royal Navy, but they will need to be fitted with the British degaussing belt and the "Asdic" anti-submarine gear. Soon the whole fifty will be playing their part in maintaining the blockade of German Europe and in shepherding Britain's convoys through the seven seas.

How immensely valuable to the U.S.A. are the British concessions of naval and air bases in the Atlantic and Caribbean Sea will be clear from this map. Combined with the bases in Cuba and Puerto Rico they form a chain guarding the Panama Canal from the east. The Newfoundland and Bermuda bases will assist in Canada's defence—hence their free grant. *Courtesy "News Chronicle"*

OUR SEARCHLIGHT ON THE WAR

Business Men Versus U-Boats

AN auxiliary squadron of the R.A.F. Coastal Command, whose job is to escort shipping convoys, is achieving great success in spotting submarines that lie in wait. It has attacked nine within the last two months, two of which were almost certainly destroyed and three others damaged. These results are all the more remarkable in that the squadron consists almost entirely of professional and business men, tradesmen, factory hands and clerks from a Scottish city near the air station. Among the flight commanders are a chartered accountant and a P.T. instructor, while the commanding officer was head of a firm of building contractors.

American Refugee Ship in Port

AFTER a rough voyage the U.S. refugee ship "American Legion," which left Petsamo, in Finland, on August 16, arrived safely in New York harbour on August 28. Among her 900 passengers she carried the Crown Princess of Norway and her three children, and a number of American diplomatists, including Mrs. Borden Harriman, U.S. Minister to Norway. Germany had done her best to make propaganda out of this rescue mission, denouncing the voyage as "wanton" and as "criminal folly," and predicting certain destruction of the ship. While in the danger zone life-belts were worn the whole time except during eating and sleeping, the number of look-outs was doubled, and constant lifeboat drills were held. On the last 500 miles two American destroyers provided an escort in honour of Princess Martha, and to indicate that the exiled Royal family are still recognized as the rulers of Norway.

'Not Flying—But Miracles'

THE skill and resource of our pilots are demonstrated not only in the daily toll they take of enemy aircraft, but in the remarkable way in which they nurse their own wounded machines and land them safely. Two inspiring accounts of such achievements were reported on August 31. The first told of a Coastal Command aircraft, an American-built Hudson. It had been badly damaged by a high-explosive A.A. shell, which took its nose right off during a dive-bombing attack on two enemy destroyers near Denmark. Both pilot and navigator, who had been acting as bomb-aimer, were injured, but together they managed to stop the dive, got the 'plane on to an even keel, and, amazed that she could fly at all with such severe damage to the fuselage, piloted her home through a raging storm and made an excellent landing. "When we went in to report," remarked the navigator, "I found a bit of shrapnel in my leg. I was so cold that I pulled it out quite cleanly myself without feeling it."

The other damaged machine was a Hurricane fighter, which, when landed, was found to have a big hole in the starboard wing and through the starboard side of the fuselage. Moreover, it was stated that "one of the ailerons of the main port wing had suffered enough damage to bring down many a machine. In addition, the fuel tank had been pierced, and the rudder half shot away." Notwithstanding all this, the intrepid pilot, wounded in one eye and one shoulder, but with justifiable faith in the toughness and quality of what was left of his British-built aircraft, succeeded in making a safe landing in a small field near Folkestone after a 20-mile glide. "It's not flying," pronounced one technical expert, after examining the riddled 'plane, "it's a miracle."

Vichy 'Axes' the Diplomats

M. BAUDOUIN, Foreign Secretary in the Vichy Government, has imposed "compulsory retirement" on 83 officials of the French diplomatic service, including 15 Ministers, 3 Counsellors of Embassy, and 19 consuls-general. It is evident that Germany's intention has been to remove diplomatists who hold a pro-British and democratic outlook, for the Marquis de Castellane, former chargé d'affaires in London, has already been appointed to fill one of the vacancies, as "the French Government wishes to recognize the tact which he showed in a particularly delicate situation."

British Workers Defy Hitler

IT has been found that after a raid work in British factories has either consciously or unconsciously speeded up. In one Midland factory the output was only a fraction below normal during the week when it suffered from a bombing raid, while the following week the output increased by 33 per cent. Moreover, workers everywhere are anxious to have the shelter regulations so modified that they need not abandon their tasks unless bombing attacks appear imminent.

Torpedoing the Children

A BRITISH ship which was carrying 320 children and other passengers to Canada was torpedoed in the Atlantic during the night of August 30. Every child has returned safe and sound and none is any the worse for the two nights at sea after the torpedoing. Mr. Geoffrey Shakespeare, M.P., Chairman of the Children's Oversea Reception Board, which arranged the evacuation, reported that the sailors and passengers were emphatic in praise of the pluck, cheerfulness and orderly behaviour of the children. They assembled at their correct boat stations inside 3½ minutes and, as one enthusiast put it, they bore themselves "like Guardsmen on parade."

These smiling children are some of the 320 bound for Canada who were rescued when their ship was torpedoed in the Atlantic. The photograph was taken when they arrived at a northern port on September 1.

Photo, "Daily Mirror"

Heroes of the Home Front

TWO railwaymen, sub-ganger George Frederick Keen and lengthman George Henry Leach, have, by their gallantry, saved a burning ammunition train from destruction. The train, which consisted of about 50 wagons, was standing on a single-line railway when it was bombed during the night of August 22, the third truck being hit. Mr. Keen first helped people in neighbouring cottages to shelter and ten minutes later was joined by Mr. Leach, who, hearing the bombing, had rushed by bicycle from his home two miles away. Keen then called for military volunteers from a near-by salvage depot, and was also joined by five auxiliary firemen. By this time the wagon was burning fiercely and explosions were taking place in other trucks. Keen tried to separate the first two wagons, but the heat was too great, and he therefore led his working party to the other end of the train, where each wagon in turn was uncoupled and laboriously shifted by hand 300 yards to safety. The official report stated that but for the action of Keen and Leach in starting to move the wagons, the train might have been destroyed.

Sub-ganger George Keen, who at midnight on August 22 saved an S.R. ammunition train around which incendiary bombs were falling, shows how he detached the ignited wagons from the train.

Photo, G.P.U.

Red Cross 'Cover' Again Invoked

THE remarkable mixture of cunning and naïveté in the Nazi character has once more been in evidence. Through the Swiss Government Britain has received from Germany a proposal that 64 Nazi vessels, to be distinguished by Red Cross markings, should be allowed to range unmolested in the Channel and North Sea—ostensibly, to rescue German airmen who had been shot down; actually, it may well be surmised, to reconnoitre our defence arrangements. The British Government has naturally rejected the proposal, at the same time reminding Germany of many deliberate attacks upon British hospital ships and carriers, including the actual sinking of the hospital ships "Maid of Kent," "Brighton" and "Paris." It is noteworthy that the day this announcement was made (August 31) the Air Ministry reported that an R.A.F. pilot who had baled out at 15,000 feet was dead when he reached the ground, his body riddled with bullets from three Messerschmitts which had savagely attacked him during his descent.

A.F.S. Girls Ready to Fight the Incendiaries

Throughout nearly a year of inaction the Auxiliary Fire Service kept alert, and recent raids have shown that during the long wait it had become a highly efficient force. Wolverhampton A.F.S. girls have learned all a fireman's duties, and in the photographs in this page they are seen at practice. Above, the tin hat is donned with little concern for the exact angle, while, right, the gumboots go on. Left, two members of the force are directing the hose at a practice fire.

Quickness in getting into action when a fire has started is acquired by such constant practice that every movement becomes almost automatic. Here girls of the Wolverhampton A.F.S. are running out the hose from pumps while at drill.

Photos, "News Chronicle" staff photographer, R. Girling

OUR DIARY OF THE WAR

WEDNESDAY, AUGUST 28, 1940 *361st day*

On the Sea—Shelling of steamer "British Commander" by unknown vessel in Indian Ocean was reported by a New York wireless station. Finnish steamer "Elle" sunk by U-boat off west coast of Ireland.

In the Air—During night R.A.F. heavily bombed targets in Berlin. Other squadrons attacked air-frame factory at Leipzig; Junkers works at Dessau; oil-plants at Reisholz, Dortmund and Nordenham; and several aerodromes.

Skua aircraft of Fleet Air Arm successfully attacked oil depot, motor patrol vessel and supply ship along Norwegian coast.

Home Front—Heavy air attacks over Kent coast and Thames estuary. R.A.F. fighters and A.A. batteries split up raiding formations and series of fights took place at high altitudes. Few bombs dropped.

Night raid on London. Parachute flares and incendiary bombs dropped. Some damage done and casualties caused. Many towns in South-east, Midlands, S.W. coast and N.W. coast also raided.

Twenty-nine enemy aircraft shot down. Fourteen British machines lost, but pilots of seven safe.

Balkans—Announced that Hitler had summoned Foreign Ministers of Hungary and Rumania to conference in Vienna on Transylvanian dispute.

THURSDAY, AUGUST 29 *362nd day*

In the Air—R.A.F. carried out daylight raids on aerodromes in Holland and on convoys and shipping along Dutch coast. During night bombers attacked Krupp's works at Essen; oil refineries and plants at Gelsenkirchen, Bottrop and St. Nazaire; power stations at Duisburg and Reisholz; military targets in the Ruhr; goods yards at Hamm and Soest; aerodromes in Germany, Holland, Belgium and France.

War against Italy—South African Air Force raided Mogadishu, Italian Somaliland, and destroyed hundreds of motor transport vehicles. R.A.F. attacked Massawa.

Home Front—Big enemy bomber formations attacked Kent-Sussex coast in two main raids, but were dispersed.

Bombs dropped and civilians machine-gunned in Scilly Isles. South-west town also machine-gunned, and few bombs dropped in South of England.

During night two bombs were dropped in London area. Raiders also reported over Midlands, S.E. inland area and towns in S.W., N.W. and N.E. areas.

Eleven enemy aircraft destroyed. Twelve British fighters lost, but pilots of seven safe.

Balkans—Ribbentrop and Ciano conferred in Vienna with Hungarian Premier and Foreign Minister. Later Rumanian Foreign Minister joined discussions.

U.S.A.—Bill providing for compulsory military service passed the Senate.

Africa—French Congo and Cameroons repudiated Pétain Govt. and joined Allies.

FRIDAY, AUGUST 30 *363rd day*

On the Sea—Evacuee ship taking 320 British children to Canada torpedoed during night in Atlantic. One casualty, ship's purser.

In the Air—During night R.A.F. again raided Berlin. Direct hits secured on military targets including petrol installations, aircraft factories and aerodromes. Electrical works and railway junction badly damaged.

Other aircraft bombed quays and railway sidings at Boulogne. Still others attacked oil depots at Gelsenkirchen, Magdeburg and Cherbourg; dock warehouses at Hamburg; goods yards at Bremen, Hamm and Soest; shipping at Emden; gun emplacements at Cap Gris Nez; and aerodromes in Germany and Holland.

Home Front—Great air battles fought over London area all day and night. High explosive and incendiary bombs dropped.

Bombs dropped indiscriminately in Kent and Surrey. Slight damage reported. Attempts made to attack R.A.F. aerodromes in Home Counties. At one town industrial premises damaged and number of casualties.

Late at night enemy 'planes were reported over 11 towns besides London area.

Sixty-two enemy aircraft destroyed. Twenty-seven British fighters lost, but pilots of fifteen safe.

Balkans—Rumania yielded to Axis terms and agreed to cede to Hungary whole of Northern Transylvania and three Szekla provinces.

SATURDAY, AUGUST 31 *364th day*

On the Sea—Admiralty announced that H.M. armed merchant cruiser "Dunwegan Castle" had been sunk by U-boat.

THE POETS & THE WAR

XXXI

ENGLAND AT BAY

BY D. S. MACCOLL

Outnumbered, trapped, "invaded," unbefriended,
She conquered in the air
Yet one more post of empire, and transcended
The seas, her ancient share;
By sons from near and far redeemed anew,
By hundreds against myriads defended,
"So many by so few."

—*The Times*

In the Air—During night R.A.F. bombed lighting installations, aero-engine factory and aerodrome at Berlin; oil plants at Cologne and Magdeburg; goods yards at Hamm, Soest, Osnabruck and Hanover; shipping at Emden; various industrial targets and aerodromes.

Fleet Air Arm and Coastal Command attacked oil tanks at Rotterdam.

War against Italy—R.A.F. successfully bombed Italian air bases in Libya. Raid also made on Agordat, Eritrea.

Home Front—Enemy attacks against aerodromes in S.E. area renewed. Raids also made on aerodromes in Thames estuary, and on one in East Anglia.

Fierce battle fought over London area during afternoon and evening.

Waves of bombers appeared over a N.E. town during night, and over a N.W. coastal district. Considerable damage done and a number of casualties.

Eighty-eight German aircraft destroyed. Thirty-nine British machines lost, but pilots of 25 safe.

SUNDAY, SEPTEMBER 1 *365th day*

In the Air—R.A.F. made daylight raids on aerodromes of Ypenburg and Schiphol. Coastal Command aircraft bombed submarine and E-boat base at Lorient on west coast of France.

During night R.A.F. raided Munich for first time, attacking aero-engine works. Other targets included Emden docks; oil plants at Nordenham, Hanover and Ludwigshafen; munition works at Bitterfeld and Leipzig; engine works at Stuttgart; railway sidings at Soest and Mannheim; power station at Kassel.

War against Italy—R.A.F. again crossed Alps and bombed Fiat works at Turin and at Lingotto. Other targets were railway bridge over R. Po, and Marrelli works near Milan.

Assab, Italian port on Red Sea, heavily bombed by R.A.F.

Home Front—Further raids by large enemy formations on S.E. coast. Some bombers reached Croydon, but most were turned back by fighters and A.A. defences. Bombs dropped in Kent and Surrey, causing some damage and casualties.

Twenty-five Nazi aircraft destroyed. Sixteen British fighters lost, but pilots of nine safe.

Balkans—Demonstrations and riots occurred in Rumania as protest against cession of Transylvanian territory.

Africa—Announced that another French colony, Gabun, had joined Allies.

MONDAY, SEPTEMBER 2 *366th day*

On the Sea—Admiralty announced that H.M. sloop "Penzance" had been sunk by U-boat.

In the Air—R.A.F. bombers made night attacks on dynamite works at Schlebusch and Bayer explosive works near Cologne; oil installations at Ludwigshafen and Frankfurt; Bosch factory at Stuttgart; Dortmund-Ems canal; French port of Lorient; gun emplacements at Cap Gris Nez.

Coastal Command aircraft bombed supply ships off Dutch coast, oil tanks at Flushing, and Ostend harbour.

War against Italy—R.A.F. bombed important railway junction and electric power station at Genoa.

R.A.F. renewed attacks on Assab, Eritrea.

Home Front—Repeated attempts by big enemy formations to bomb Kent and Thames estuary aerodromes, and to reach London, were beaten off by fighters and A.A. gunners. Series of dramatic air battles took place, one being over a S.E. coast town.

During night enemy activity was widespread but on smaller scale. Attacks mainly directed against Bristol Channel and South Wales area.

Fifty-five Germans raiders destroyed. Eighteen British fighters lost, but pilots of eight safe.

TUESDAY, SEPTEMBER 3 *367th day*

On the Sea—Admiralty announced that Norwegian motor torpedo-boat, co-operating with British naval forces, had shot down a German bomber.

Swedish steamer "Alida Gorthon" reported torpedoed off west coast of Ireland.

In the Air—R.A.F. bombers made night attacks on military targets in the Black Forest, in forests in Hartz Mts. and in Grunewald forests north of Berlin. Many fires started, causing explosions.

Bombs dropped on power stations, gasworks and armament factory in Berlin; oil tanks at Magdeburg; goods yards at Hamm and Schwerte; blast furnace at Merzig; several Dutch and German aerodromes.

Other aircraft attacked barge concentrations in Beveland Canal and Scheldt estuary, and Ostend docks.

From 9 p.m. until 1 a.m. attacks made on advanced striking bases of German Air Force in Pas-de-Calais area.

Home Front—Two waves of German bombers and fighters attempted to reach aerodromes in London area, but were repulsed by R.A.F. in Thames estuary.

Twenty-five enemy machines shot down. Fifteen British fighters down, but pilots of eight safe.

Balkans—Demonstrations in Transylvania continued and clashes took place between Hungarian and Rumanian troops.

Iron Guard in Bucharest attempted a coup d'état to depose King Carol, but failed.

General—U.S.A. agreed to transfer immediately to Royal Navy 50 over-age destroyers in exchange for bases in British possessions along Atlantic sea-board.

French possession of Tahiti joined General de Gaulle.